

TRANSCRIPT OF RECORDS
SUPREME COURT OF THE UNITED STATES

October Term, 1924

No. 289

THE UNITED STATES OF AMERICA, APPELLANT,

vs.

HAMBURG-AMERICANISCHE PACKETFAHRT AGTENS-
GESSELLSCHAFT ET AL.

Filed December 23, 1924

File No. 24523

Term No. 332

HAMBURG-AMERICANISCHE PACKETFAHRT AGTENS-
GESSELLSCHAFT ET AL., APPELLANTS,

vs.

THE UNITED STATES OF AMERICA ET AL.

Filed January 23, 1925

APPEALS FROM THE DISTRICT COURT OF THE UNITED STATES FOR
THE SOUTHERN DISTRICT OF NEW YORK.

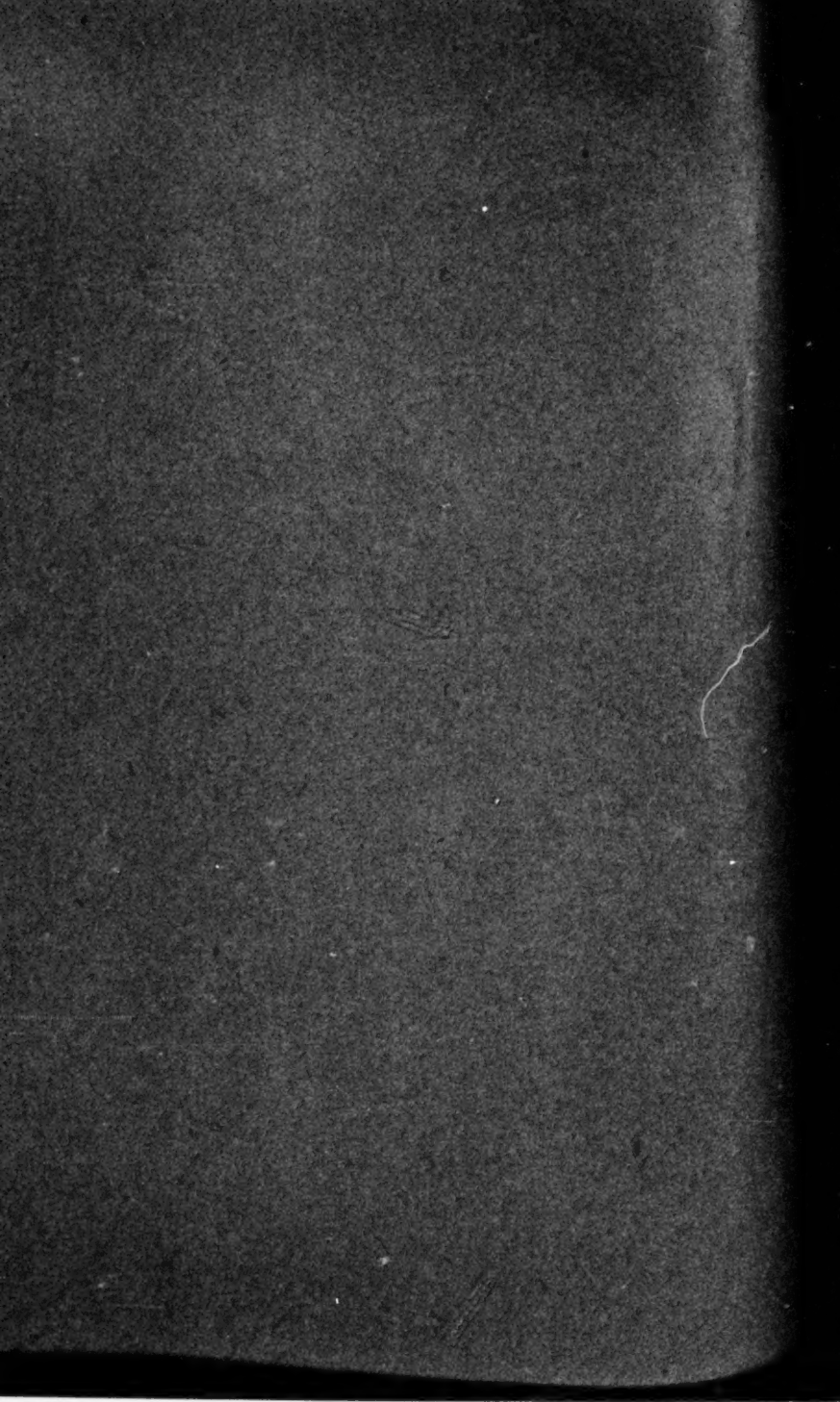
VOLUME 9.

EXHIBITS AND DEFENDANTS' EXHIBITS

PETER'S LETTERS

Pages 427-428.

(24446 and 24528)



IN THE
SUPREME COURT OF THE UNITED STATES

THE UNITED STATES OF AMERICA,

Plaintiff,

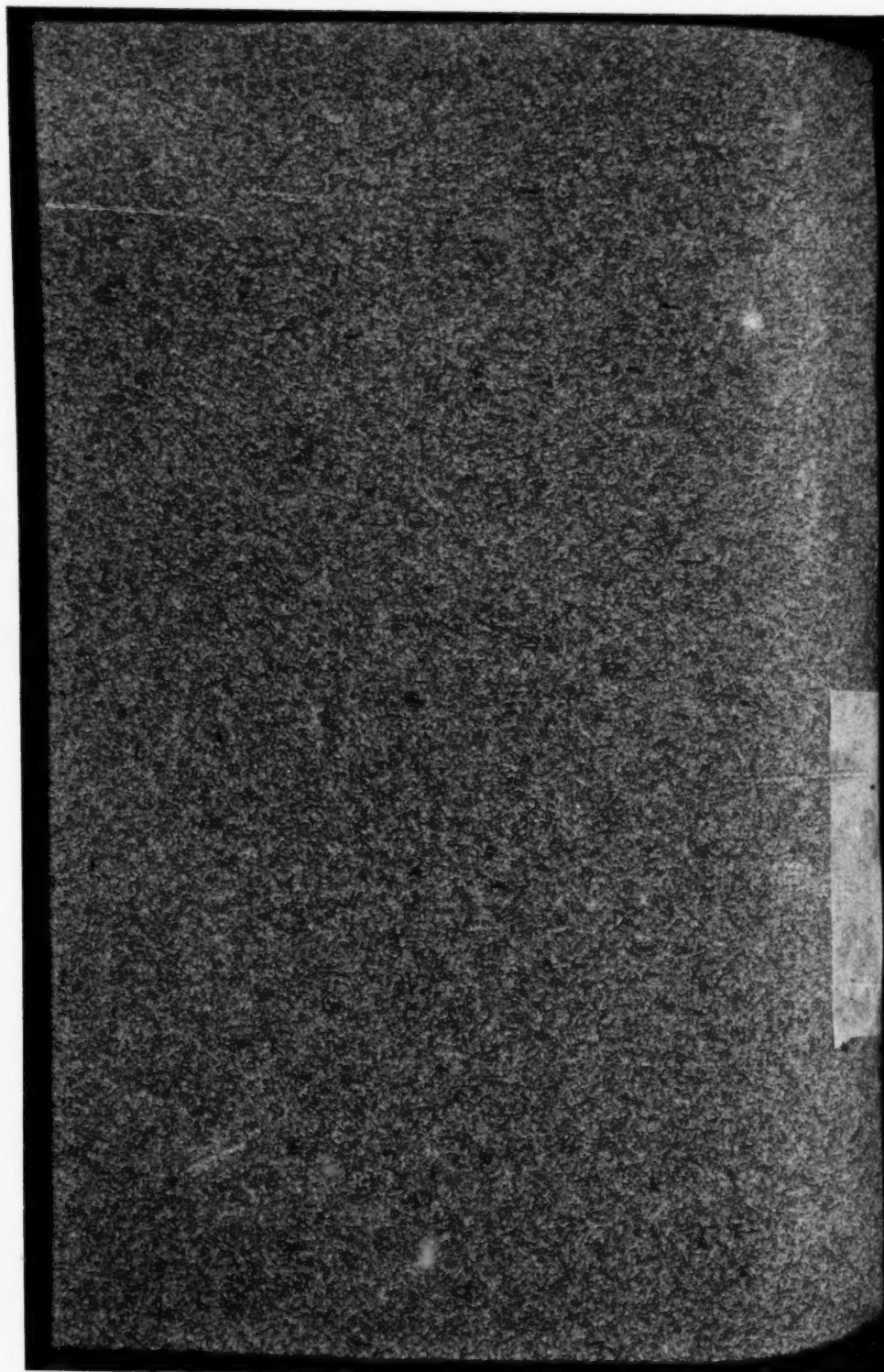
VERSUS
HARRIS AMERICAN INSURANCE COMPANY AND OTHERS
GUARANTY COMPANY and others.

Defendants.

MEMORANDUM AND DECISION
OF THE COURT.

DECEMBER 18, 1912.

VOLUME 12.



**IN THE DISTRICT COURT OF THE UNITED STATES
FOR THE SOUTHERN DISTRICT OF NEW YORK.**

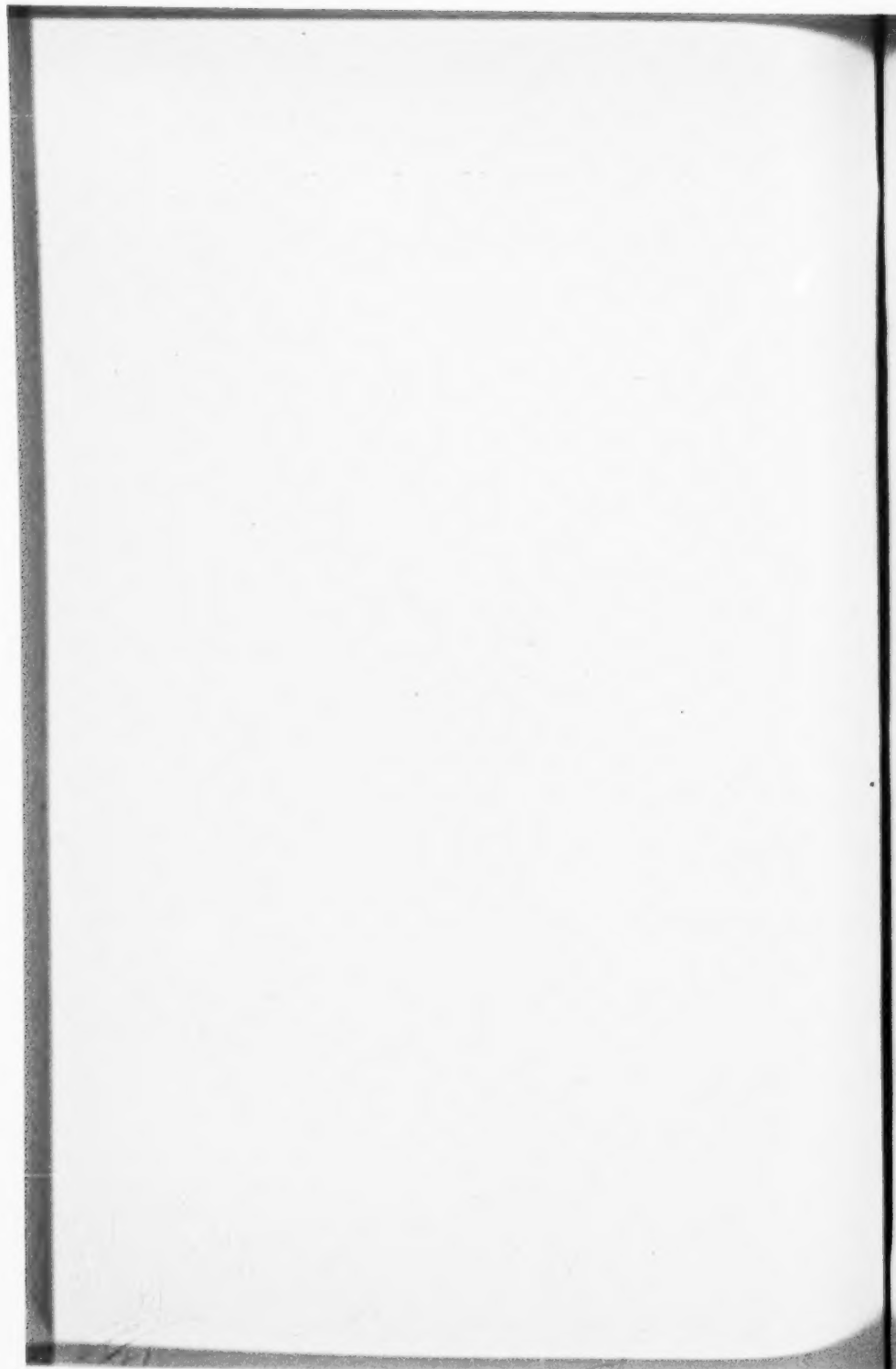
UNITED STATES OF AMERICA, PETITIONER,

against

**HAMBURG-AMERIKANISCHE PACKET-
FAHRT-ACTIEN-GESELLSCHAFT,
AND OTHERS, DEFENDANTS.**

**EXHIBITS.
VOLUME IX.**





Petitioner's Exhibit 1504.

13117

G. No. 715.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, January 27th, 1910.

To the Parties:

Award Allan Line New Foundland passengers.
(G. 693.)

13118

Mr. Wilding has sent the annexed award in regard to the question whether the Allan Line's passengers to and from New Foundland by direct steamers are to be pooled or not.

In accordance with it I beg to request the Allan Line to add to their weekly return any passengers to or from New Foundland, which pending the present award might not have been accounted for.

Respectfully.

13119

13120

Petitioner's Exhibit 1505.*Annex to G. No. 715. 27/1/10.*

Southampton, January 17th, 1910.

Allan Line—Newfoundland Passengers.

13121

1. The question to be decided in this case is whether the expressions "Canada" and "Canadian" in Agreements Z and A A are the equivalent of "The Dominion of Canada" or the equivalent of "British North America." It is claimed by the Allan Line that as Newfoundland does not form part of either the United States or the Dominion of Canada Newfoundland passengers are not included in Agreements Z and A A.

2. The question was raised following on the adoption of Minute 111 concerning "Passengers to St. Pierre, Newfoundland." But St. Pierre is only Newfoundland in the same sense that Newfoundland is Canada. St. Pierre is an island belonging to France off the Newfoundland coast as Newfoundland is an island belonging to Great Britain off the coast of the Dominion of Canada, so this Minute tells against rather than in favor of Allan Line's contention.

13122

3. I have before me an Allan Line bill dated 3rd November, 1909, headed "Allan Line—To Canada," and containing only Sailings and Rates to St. Johns, Newfoundland and Halifax from which it appears the Allan Line itself considers "To Canada" may cover Newfoundland.

4. The agreed rates for Allan Line Canadian business have always been charged for Newfoundland business and the allowance of free London tickets conceded to "Canadian Lines" have been given by the Allan Line to Newfoundland passengers.

Petitioner's Exhibit 1505

13123

5. Newfoundland passengers carried by the Allan Line were included in the statistics which formed the basis of the calculations for East-bound Percentages embodied in Article 13.

6. When the question was raised concerning certain fisherman carried by direct steamer to St. Pierre at very low rates by arrangement with the French Government it was considered necessary to obtain a special Minute authorizing their exclusion from the Pool. No such Minute would have been necessary if the business was not covered by the Agreement and if business to St. Pierre was understood to be covered by the Agreement I do not think there can be any doubt that business to Newfoundland is also covered by it. 13124

7. For the foregoing reasons and having regard to Article 26 Agreement A A which provides that the Arbitrator is to decide more especially by the spirit than the letter of the Contract I consider the expression "Canada" in this Agreement is equivalent to "British North America" and the expression "Canadian Services" is equivalent to "Services to or from British North America."

8. In the Definition Clause Article 28 Agreement A A it is provided "Lines" means "Parties to this Contract" and the only Allan Lines exempted at the end of Article 3 are the Allan Line's "Canadian Services Westbound." 13125

9. I therefore award that the East-bound Steeragers from Newfoundland and the West-bound Continental Steeragers to Newfoundland are included in the Agreements A A and Z and that the Allan Line should return them to the Pool.

(signed) HY. WILDING.

My fee £10:10:0. to be paid by Atlantic Conference.

13126

Defendants' Exhibit 213.*G. No. 716.*

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, February 1st, 1910.

To the Parties:

North West Transport Line. (G. No. 714.)

S. S. "Vulturno" which left Rotterdam on 22nd instant for Halifax and New York had on board 434 steeragers which were composed as follows:

13127

	<i>for U. S. A.</i>	<i>for Canada</i>	<i>Total</i>
From Russia	170	23	193
" Austria	85	41	126
" Hungary	58	—	58
" Bulgaria	23	—	23
" Italy	3	5	8
" Switzerland	5	—	5
" Germany	3	—	3
" Roumania	1	—	1
" Turkey	1	—	1
via England	2	14	16
	<hr/> 351	<hr/> 83	<hr/> 434

13128

S. S. "Napolitan Prince" sailed January 29th from New York with about 80 steeragers at a net rate of about \$19., she had besides 18 deported passengers on board. The "President Lincoln" got 407 steeragers, her rate was \$22 less \$2 commission.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 3 Feb. 1910. Ansd.

Defendants' Exhibit 214.

13129

G. No. 717.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair." Jena.

Jena, February 1st, 1910.

To the Parties:

*Reduced transportation for Alien charity persons from
 Newyork State board of Charities. (G. 710.)* 13130

Further replies on the above subject have been received as follows from:

1) Hapag:

"We fully endorse the Red Star Line's reasons which speak against the granting of the New York State Board of Charities' application for reduced transportation for alien charity persons and beg to add that, when in former years the institution of charity tickets existed for some time, nearly one-third of our steamers were filled with persons holding such tickets. Any concession to the New York State Board of Charities would surely bring about a repetition of this undesirable state of affairs."

13131

2) Lloyd:

"We beg to acknowledge receipt of circular letter G. No. 704 and regret to say that copies of the memos referred to have so far not come into our possession. From the remarks of the Red Star Line we gather, however, that the Steamship Lines are expected to

13132

Defendants' Exhibit 214

grant certain concessions in the case of passengers who become destitute after a stay in the United States of more than three years and in respect of whom they are no longer under any legal obligation. We dare say that we are much in sympathy with the views expressed by the Red Star Line, but as the New York representatives will be better able to judge this matter, we should like to hear their opinion before taking any steps in this respect."

13133 Also one of the British Lines desires to hear the opinion of the New York representatives.

I shall therefore write to Mr. Sandford to submit the matter to the representatives abroad with the request to communicate their opinion on the subject.

Respectfully,

13134

Petitioner's Exhibit 1506.

13135

G. No. 718.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 3rd, 1910.

To the Parties:

Blue Star Line. (708.)

The Cie. Gle. Transatlantique write:

"Nous avons bien reçu votre circulaire G.
 No. 708 relative à la Blue Star Line.

13136

"D'après les renseignements qui nous sont
 communiqués, il paraît que les deux navires
 dont on avait annoncé la mise en service et
 qui devaient porter les noms de 'Notre-Dame
 de Lourdes' et 'Jeanne d'Arc' n'ont pas été
 achetés, mais que le promoteur de la nouvelle
 ligne doit affréter deux navires anglais dont
 le premier partirait de Bordeaux vers le 15
 Février pour New York d'où il relèverait sur
 Philadelphie pour rentrer à Bordeaux avec
 escale aux Azores.

"On nous a affirmé qu'un certain nombre de
 passagers avaient déjà été recrutés pour le
 départ du 15 Février. Nous continuons à
 croire que cette concurrence ne doit pas être
 prise au sérieux; néanmoins nous la surveillons
 de très près et nous vous tiendrons au courant
 de tout ce que nous apprendrons à son sujet."

13137

Respectfully,

H. PETERS.

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 5 Feb. 1910 Ansd.

13138

Petitioner's Exhibit 1507.*G. No. 718.*

ATLANTIC CONFERENCE.

Jena, February 3rd, 1910.

To the Parties:

Blue Star Line (G. No. 708).

The Cie. Gle. Transatlantique write:

13139

"We have received your circular letter, G. No. 708, relative to the Blue Star Line.

"According to information which we have received, it appears that the two vessels which had been announced as about to be put in service and which were said to be named 'Notre Dame de Lourdes' and 'Jeanne d'Arc' have not been bought, but that the promoter of the new line is to charter two English vessels, the first of which will leave for New York about the 15th February. From this port it will proceed to Philadelphia returning to Bordeaux and calling at the Azores on the way.

13140

"We have been informed that a certain number of passengers have already been obtained for the sailing on the 15th February. We still believe that this competition need not be taken seriously; nevertheless, we shall watch it very closely and keep you informed of what we learn in connection with this matter."

Respectfully,

Petitioner's Exhibit 1508.

13141

G. No. 719.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 3rd, 1910.

To the Parties:

North West Transport Line. (G. No. 716.)

13142

According to an information which the Holland America Line received the sailing date of the steamship "Uranium" which first was fixed for February 5th has now been postponed until February 12th. It is expected that the steamer will get from 1000 to 1200 passengers.

"There is no foundation, says the Kölnische Zeitung, for the report that the North West Transport Line intends to give up its services from Hamburg to New York, and to run its steamers only from Rotterdam. As a matter of fact the company is increasing its sailings from Hamburg. (Shipping Gazette.)"

13143

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 5 Feb. 1910 Ansd.

13144

Petitioner's Exhibit 1509.*G. No. 720.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 4th, 1910.

To the Parties:

*Compensation for passengers carried at fighting rates
 by S. S. "Neckar" Decbr. 18th, S. S. "Zieten"
 Decbr. 23rd, "Russia" Jan. 1st.*

13145 The Norddeutscher Lloyd and Russian American
 Line send me the following bills for passengers car-
 ried at fighting rates:

1) Norddeutscher Lloyd:

Neckar. December 18th 09 from New York (G. 686)

531/1, 27/2, 8/0 passengers at		
fighting rate	\$24.	
regular rate	\$33.	
544 1/2 Compensations rate	\$ 6.	\$3267.

Zieten. December 2nd 09 from
 New York (G. 691)

13146 221/1, 9/2, 2/0 passengers at		
fighting rate	\$24.	
regular rate	\$33.	
225 1/2 Compensation rate	\$ 6.	\$1353.
		<hr/>
		\$4620.
		<hr/>

2) Russian American Line:

S. S. Russia January 1st 1910 (G. 695)

III. Cl. to Rotterdam 13 ad. — chld. at
 \$24; regular rate \$33. Basis rate \$30.
 Compensation rate \$6. = \$ 78.

Petitioner's Exhibit 1509

13147

Steorage to Rotterdam 162 ad. 2 chld. at \$22; regular rate \$31. Basis rate \$30. Compensation \$8. =	\$1304.
III. Cl. to Libau 4 ad. — chldr. at \$31; regular rate \$40. Basis rate \$37. Compensation \$6. =	\$ 24.
Steorage to Libau 32 ad. 2 chldr. at \$29. regular rate \$38. Basis rate \$37. Compensation \$8 =	\$ 264.
Total 211 adults, 2 children =	\$1670.

Both bills have been verified.

13148

The parties participate in the above amounts as follows:

<i>Debitors</i>		<i>Creditors.</i>	
		Nordd. Lloyd	Russian American Line
Anchor Line	3.74%	\$ 172.79	\$ 62.46
Cunard Line	14.37%	663.89	239.98
Hapag	11.75%	542.85	196.23
Nasm	5.80%	267.96	96.86
Lloyd	17.86%	825.13	298.26
Red Star Line	8.14%	376.07	135.94
White Star Line	14.73%	680.53	245.99
American Line	8.29%	383.00	138.44
Dominion Line	1.44%	66.53	24.05
Canadian Pac. Ry.			
Co.	4.26%	196.81	71.14
Transat	4.87%	224.99	81.33
Austro	1.82%	84.08	30.39
Russ. American Line	2.93%	135.37	48.93
		<u>\$4620.00</u>	<u>\$1670.00</u>

13149

Petitioner's Exhibit 1509

Will the parties please remit the above amounts to the Nordd. Lloyd and the Russian American Line at Libau direct.

I take this opportunity to submit the following rectifications for 1908 which the Nordd. Lloyd had sent me already in July last but which I retained so long as there was since no bill for a fighting steamer of the Nordd. Lloyd with which the small amount might have been connected; the rectifications are:

	First Report		Compensation	Rectified Report		Difference
	Ad.	Chldr.		Ad.	Chldr.	\$
eydlitz	1544	208 @ \$5	\$8240.	1549	208 = \$8265.	+ 25.
ied. d. Gr.	837	78 @ \$6	\$5256.	834	76 = \$5232.	- 24.
emen	1042	145 @ \$3	\$3343.50	1036	145 = \$3325.50	- 18.
barossa	1133	150 @ \$5	\$6040.	1145	151 = \$6102.50	+ 62.50
			<hr/>			<hr/>
			\$22879.50			\$22925.
						+ 87.50
						- 42.
						<hr/>
						\$45.50

Which are to be divided as follows:

<i>Debitors</i>	<i>Creditor</i>	
	Norddeutscher Lloyd	
Allan Line	4.42% =	\$ 2.01
Anchor Line	3.51% =	1.60
Cunard Line	13.50% =	6.14
Hapag	11.03% =	5.02
Nasm	5.45% =	2.48
Lloyd	16.77% =	7.63
Red Star Line	7.64% =	3.48
White Star Line	13.83% =	6.29
American Line	7.78% =	3.54
Dominion Line	1.34% =	0.61
Canpac	4.01% =	1.83
Transat	9.02% =	4.10
Austro	1.70% =	0.77
	<hr/>	<hr/>
	100.00	\$45.50
	<hr/>	<hr/>

13154

Will the Lines also remit the latter amounts to the Norddeutscher Lloyd.

Respectfully,

H. PETERS.

13155

(Stamped): Received 7 Feb. 1910. Ansd.

13156

Defendants' Exhibit 215.*G. No. 721.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, February 7th, 1910.

To the Parties:

13157

North West Transport Line. (G. No. 719)

The steamer "Uranium" which left New York on January 22nd arrived at Rotterdam on 3rd instant where she debarked about 260 passengers of which about 100 were deported passengers. Amongst the deported passengers were about 30 Armenians which were sent back to England. The rest of the deported passengers were mostly Galicians who were returned on direct R.R. tickets to Oswiecim, Oderberg, Myslowitz etc. to their homes. Most of these passengers were deported on account of trachoma.

Respectfully,

13158

Petitioner's Exhibit 1510.

13159

G. No. 722.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 7th, 1910.

To the Parties:

Pool adjustment.

13160

The White Star Line write:

"From the statistics up to 23rd January we notice the Continental Lines are already running quite considerably into the plus for west-bound business, our own position being minus to the extent of about 1200.

"While not wishing to press the matter unduly so early in the year, we would suggest that the plus parties in view of the strong movement from the Continent advance their rates without further delay and we shall be glad to hear that this proposal is acceptable to them."

13161

As to the strong movement from the Continent it has so far not gone beyond hopes and expectations. It amounted last year up to January 31st to 26207 whilst this year it is 26292. The total carryings of the A. C. Lines were in January 1909: 30191, in 1910: 30039. The Continental Lines' carryings 1909: 24090; 1910: 22571. This shows that the Continental Lines' carryings are proportionately less than last year and if one looks at how the position has developed last year, it seems hardly necessary for

Petitioner's Exhibit 1510

13162

the adjustment that the Continental Lines advance. It is also very questionable if it would serve the interests of the Atlantic Conference to do so in view of the numbers which the N. W. T. L. attracts already now and which would certainly increase and probably lead to their putting more steamers in the Line if higher rates or larger numbers offer inducement.

If the Continental Plus Lines think they can raise their rates without strengthening outside Lines, they will no doubt be very glad to do so and I await to hear from them.

13163

Respectfully,

13164

Petitioner's Exhibit 1511.

13165

G. No. 723.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, den 8. Februar 1910.

To the Parties:

*Allan Line New Foundland passengers. (G. No.
 715)*

13166

Mr. Wilding has sent for the information of the parties copy of a letter received from the Allan Line and of his reply which read as follows:

Glasgow, 31st January 1910.

Henry Wilding, Esq.,
 The Moorings, Bassett,
 Southampton.

Dear Sir:

We have only received this morning a copy of your decision in the Arbitration Claim of the Allan Line Newfoundland passengers, although the letter we notice, is dated 17th inst. We will be glad if you will kindly inform us if our letter of the 11th inst. addressed to you, and the receipt of which was acknowledged by Mr. Peters on the 13th, was in your possession, and was considered by you, before drawing up your decision. We may say that in acknowledging our letter of 11th inst., on the 13th, Mr. Peters mentioned that he purposed forwarding our letter to you on the 14th inst., so that even if he did de-

13167

13168

Petitioner's Exhibit 1511

spatch it on that date, it could not have been received by you earlier than the 17th., owing to the 16th being a Sunday.

13169

We further think that if you had this letter before you, you would hardly have given the decision you have, without submitting to us the advertisement which had been placed before you, of which no copy was supplied to us; nor would you have made the statement that you have regarding the percentages, in view of our reference to our letter of 20th April, 1909, without further communication with us. We will be glad that you let us have particulars of the statistics referred to in paragraph 5 of your letter. We may mention that we asked the Anchor Line for this information when we received a copy of their memorandum, but they were unable to furnish same.

Awaiting your reply, we are,

Yours truly,

(Signed) ALLAN BROS. & CO. U. K. Limited.
per J. Smith Park,
Director."

Southampton
February 5th 1910.

13170 Dear Sirs:

Re New Foundland Passengers.

On my return home last night I received your letter of the 31st ult. and telegram of yesterday and regret there has been some delay in replying to your letter.

Your letter of the 11th ult. was before me when making my Award. I delayed forwarding the Award to Mr. Peters for one week, being advised by him that one or more of the Continental Lines might de-

Petitioner's Exhibit 1511

13171

sire to send comments on your letter of 11th January, but no such comments reached me.

It would be irregular for me to discuss my Award with any of the parties but Article 24, Section K of the Agreement AA. gives me power to re-open and reconsider it and I shall be willing to do so if sufficient cause is shown.

Your favor of the 31st ult. appears to demur to Clauses 3 and 5 of my Award. Do you challenge the genuineness of the advertisement referred to in Clause 3 or are you prepared to submit evidence that Newfoundland passengers, carried by the Allan Line, were not included in the statistics which formed the basis of the calculations for the Pool?

13172

If you are considering asking me to re-open this question I think I should point out that as in most cases of circumstantial evidence, whilst no single fact may establish the conclusion reached, a number of such facts individually inconclusive, all pointing in the same direction may make the conclusion reached inevitable.

I send copy of your letter of the 31st ult. and of this reply to Mr. Peters. I am

Yours faithfully,

signed HY. WILDING.

13173

Respectfully,

13174

Petitioner's Exhibit 1512.*G. No. 724.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, February 8th, 1910.

To the Parties :

13175

North West Transport Line. (G. No. 721)

The "Sicilian Prince" left New York February 6th with about 100 steeragers at a net rate of about \$19, she had also 12 deported passengers. The opposition steamer was "President Grant" which got 652 steeragers at a rate of \$22 less \$2.—

The outward rate now advertised by the N. W. T. L. is \$28.— against \$25.— as before.

Respectfully,

13176

Uranium left Rotterdam this afternoon with 24 passengers in cabin and 1075 in steerage of which 299 for Halifax. About 400 were left behind for want of room.

Defendants' Exhibit 216.

13177

G. No. 725.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 9th, 1910.

To the Parties:

Compensation payments for January.

13178

According to Form 30 No. 1, I beg to request the
 Parties to make the following payments for January:

Continental Lines to Allan Line	£ 851
Continental Lines to Anchor Line	" 264
Continental Lines to Dominion Line	" 2139
Continental Lines to White Star Line	" 6458
Continental Lines to Cunard Line	" 5727
Continental Lines to Donaldson Line	" 76
American Line to White Star Line	" 363
Can. Pacif. Ry. Co. to Anchor Line	" 1468

Respectfully,

13179

(Stamped): North Atlantic Passenger Conference.

Received 11-2-1910 Acknl'd 1910

Answered 1910

13180

Petitioner's Exhibit 1513.*G. No. 726.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 10th, 1910.

To the Parties:

Allan Line New Foundland passengers. (G. No. 723)

13181

In pursuance to G. 723 I beg to promulgate the following letter the Allan Line addressed to me on 7th instant:

"We duly received yours of 27th ult. (G. 715 Secr.). We are notifying Mr. Wilding that we must ask him to reconsider his award for reasons that we will submit shortly. As you will have seen from our correspondence with Mr. Wilding, the delay in doing so has arisen from Mr. Wilding being from home."

Respectfully,

13182

Petitioner's Exhibit 1514.

13183

G. No. 727.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 10th, 1910.

To the Parties:

Pool Adjustment. (G. No. 722)

13184

With regard to G. No. 722 the Norddeutscher Lloyd
 write:

"We have taken due note of the White Star Line's suggestion in Circular G. No. 722, that the Continental Lines in view of their plus in the westbound pool should advance their rates. Having still 11 months before us to bring about an adjustment, we think there is no immediate need for such an action, especially taking into consideration that the shortage of the British Lines is, more or less, the result of the small numbers of British and Scandinavian passengers, which are usually of little importance at this time of the year, and that it will be equalized to a large extent by the increase of this traffic during the following months.

13185

"We are also of the opinion—and we are sure that our British friends share this view—the frequent changes in the rates are prejudicial to the business and that, in the interest of all the lines, fluctuations in the rates should be avoided as much as possible."

13186

Petitioner's Exhibit 1514

To the above I beg to add that of the total carryings of the Agreements A.A. & Z lines there were British & Scandinavians:

	1909	%
	January	13.88
	February	16.15
	March	20.36
	April	43.72
	May	25.66
	June	25.70
13187	July	25.94
	August	34.46
	September	42.84
	October	23.39
	November	16.81
	December	11.86

Respectfully,

13188

Petitioner's Exhibit 1515.

13189

G. No. 728.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 12th, 1910.

To the Parties:

Payments under Agreement BB.

13190

According to Form 35, No. 1, the following payments are to be made for January:

Continental Lines to Russ. Eastasiatic SS. Co.	£ 267.	
Dominion Line to Russ. Eastasiatic SS. Co.	39.	
Cunard Line to Russ. Eastasiatic SS. Co.	1.	
Russian Eastasiatic SS. Co. to Allan Line	48.	
Russian Eastasiatic SS. Co. to Anchor Line	2.	
Russian Eastasiatic SS. Co. to American Line	15.	
Russian Eastasiatic SS. Co. to White Star Line	67.	13191
Russian Eastasiatic SS. Co. to Canadian Pacific Ry. Co.	51.	

To avoid to and fro payments the parties will make the payments as follows:

Continental Lines to Russ. East Asiatic SS. Co.	£ 124.
Continental Lines to Allan Line	48.
Continental Lines to Anchor Line	2.
Continental Lines to American Line	15.
Continental Lines to White Star Line	27.

13192

Petitioner's Exhibit 1516

Continental Lines to Canadian Pacific Ry. Co.	£ 51.
Dominion Line to White Star Line	39.
Cunard Line to White Star Line	1.

Respectfully,

(Stamped): North Atlantic Passenger Conference.
 Received 14-2-1910 Acknl'd 1910
 Answered 1910

13193

Petitioner's Exhibit 1516.*G. No. 729.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 12th, 1910.

To the Parties:

13194

Lloyd Phila-Balto Service.

The Norddeutscher Lloyd write:

"We are sending you by same mail the usual number of copies of our latest sailing list and beg to draw attention to the alteration in respect of our Baltimore service which, beginning with next month, will include a number of sailings via Philadelphia. For the indirect steamers passengers to both ports will be booked but as the ship's stay in Philadelphia

Petitioner's Exhibit 1516

13195

will last about two days we will probably find it convenient to land there *all* the steerage passengers, furnishing those who are booked to Baltimore with free rail transportation to that port, and providing passengers booked via Baltimore to interior points with rail tickets from Philadelphia to destination without collecting the difference in the fare, if any. (The rates to interior points, as will be known, are about the same from Philadelphia as from Baltimore, the difference in the rates rarely exceeding 30 or 50 cents.)

"The above refers only to steerage passengers. Cabin passengers booked for Baltimore will receive no refund etc. when leaving the steamer at Philadelphia.

13196

"We trust that the other Lines, to whom you will please communicate this letter, will raise no objections against the above practice."

The itinerary referred to the Lines will please find under A. C. printed matter No. 870.

Respectfully,

13197

13198

Defendants' Exhibit 217.*G. No. 730.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 12th, 1910.

To the Parties:

Next. A. C. Meeting.

13199

The Hamburg American Line write:

"According to Minute 103 the next meeting of the Atlantic Conference is to take place on the last Thursday of the month of March. The last Thursday in March falls on the 31st, but on one of the last days of March our general-meeting of shareholders takes place. To our great regret it would therefore be impossible for us to attend a meeting appointed for the close of the month. On March 24th is good-friday, on the 27th and 28th Easter, we suppose therefore it would hardly be possible to hold the Conference at an earlier date. We would therefore propose to the parties to postpone the conference until the next week and fix it say for April 5th, however, also an earlier date would suit us, for instance the 15th or 16th of March."

13200

As for the present there seems to be no urgency for a meeting, I think instead of anticipating it, it would be more convenient to postpone it to April 5th. Will the Lines please inform me whether they agree. The meeting will this time have to be held at Cologne.

Respectfully,

Petitioner's Exhibit 1517.

13201

G. No. 731.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, February 14th, 1910.

To the Parties :

Pool Adjustment (G. 727)

13202

With further reference to G. No. 722 the Red Star
 Line write :

"In reply to your G. No. 722 we are sorry we cannot see our way in increasing our third class rate owing to the small difference between the 2nd and 3rd class rates. However we are quite willing to raise our third class rate, provided the other Lines consent to an allround increase of the minimum second class rate. Our 3rd class rate is at present Mk 160., and we refer also to Art. 11 Commentary b of Agreement AA."

13203

Respect fully,

13204

Defendants' Exhibit 218.*G. 732.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 14th, 1910.

To the Parties:

13205

North West Transport Line (G. No. 724.)

I received the following notice from the New York
 Conference dated January 29th:

"S. S. 'Uranium' arrived January 12—fined
 \$800.

"It is stated that 42 additional cases were
 discovered on 'Napolitan Prince' arrived Janu-
 ary 22, the day 'Uranium' sailed. It is reported
 that the agents of the steamers secured permis-
 sion from Commissioner Williams to transfer
 these 42 cases at quarantine from the incom-
 ing to the outgoing steamer."

13206

Respectfully,

Petitioner's Exhibit 1518.

13207

G. No. 733.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 14th, 1910.

To the Parties:

Allan Line New Foundland passengers. (G. No. 726)

Mr. Wilding has sent me copy of the following correspondence between himself and the Allan Line:

Respectfully,

13208

25 Bothwell Street,
 Glasgow, 7th February 1910.

Henry Wilding, Esq.,
 The Moorings Bassett,
 Southampton.

Dear Sir:

We are obliged by yours of the 5th instant, and note the reason for your delay in replying to our letter. We judge that the explanation of Mr. Peters' advice to you is no doubt the outcome of the enquiry he addressed to us per Mr. Smyth, on 19th January, as follows:

13209

*"Arbitration Allan Line & Newfoundland
 Passengers."*

"By request of the Red Star Line I beg to ask you to kindly inform me whether the passengers the Allan Line claims to be free from the Pool, are passengers who were forwarded by direct steamers from or to St. John's, Newfoundland, or whether those passengers are transhipped passengers." An early reply will oblige."

13210

Petitioner's Exhibit 1518

"P. S. The Red Star Line inform me that the Allan Line cancelled direct St. John's steamers."

To this we replied on the 22nd ultimo as follows:

"We have received this morning a communication from Mr. E. S. Smyth, Conference Secretary, Liverpool, dated 21st, instant, reading as follows:

13211

"*'Arbitration Case Newfoundland passengers.* Please find copy of a letter from Secretary Peters inquiring if the passengers you claim to be free from the Pool are those forwarded by direct steamers from or to St. John's, N. F., or are transhipped passengers.'

"In reply we beg to inform you that the passengers we claim to be free from the Pool were purely *Local Passengers* booked to and from St. John's Newfoundland, only."

Subsequently we again wrote Mr. Peters as follows on the 24th ultimo:

13212

"With reference to our letter of 22nd instant, we should perhaps, in view of the postscript to your letter of 19th instant to Mr. Smyth, have specifically stated that the Newfoundland passengers whom we claim to be free from the Pool, were carried to and from St. John's, Newfoundland, *direct* by our steamers calling at that port. We cannot understand where the Red Star Line obtained their information that the 'Allan Line' had cancelled their direct steamers to and from St. John's as our direct Mail Service to and from that port, by which these passengers were carried, continues to-day precisely as it has done for the last 30 years."

Petitioner's Exhibit 1518

13213

We have very carefully considered your Award but regret that we do not feel justified in accepting same without further consideration—it is so very serious to have what appears to us the plain terms of the Agreement disregarded, and one portion of H. M. Dominion, defined by Statute—and we therefore propose asking you to reconsider your Award. As our legal advisers are, unfortunately, continuously engaged this week in the Court of Session, we would ask you to kindly allow us to delay sending in our statement asking for such consideration until next week. Shall we send it to you direct, or forward it through Mr. Peters as before?

13214

Yours truly,
ALLAN BROS. & CO. U. K. LIMITED,
(Signed) per I. Smith Park, Director.

9th February 1910

Dear Sirs,

I am favoured with yours of the 7th inst.

In your previous letter you informed me you received copy of my Award on the 31st January and for the purpose of Section K of Article 24, I will, under the circumstances, consider it was made and published on that day.

13215

You will see that my power to re-open and reconsider is limited, as follows: "Provided cause be shown to me * * * within three weeks of the issue and publication of the said Award." It will therefore be necessary for you to place in my hands on or before the 24th inst. whatever you propose to submit as justifying your request that I should re-open and re-consider the Award. It will save time if you send it direct to me, at the same time sending a copy to Mr. Peters.

I am,
Yours faithfully,
Signed HY. WILDING.

Messrs. Allan Bros. & Co. U. K. Ltd.

Glasgow

13216

Defendants' Exhibit 219.

G. No. 734.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 16th, 1910.

To the Parties:

- 13217 *Compensation for passengers carried at fighting rates
 by S.S. "Estonia" Jan. 18th and S.S. "Baltic"
 Jan. 22nd. (G. 720).*

I received the following bills for passengers carried at fighting rates from

(1) *Russian American Line* for S.S. "Estonia" January 18th (G. 714).

- to Rotterdam steerage 227 ad. 12 ch. 8 inf.
 at \$22 regular rate \$31; basis rate \$30;
 compensation \$8 = 1864
- 13218 to Rotterdam IIId class 12 ad. 1 ch. 1 inf.
 at \$24 regular rate \$33; basis rate \$30;
 compensation \$6 = \$ 75
- to Libau steerage 32 ad.—ch.—inf. at \$29
 regular rate \$38; basis rate \$37; com-
 pensation \$8 = \$ 256
- to Libau IIId class 3 ad.—ch. 1 inf. at
 \$31 regular rate \$40; basis rate \$37; com-
 pensation \$6 = \$ 18

Total 274 adults 13 children 10 infants = \$2213

Defendants' Exhibit 219

13219

(2) *White Star Line* for SS. "Baltic" January 22nd.

Compensation due to the ss "Baltic" from
New York Jan. 22nd in competition with
the ss "Uranium" on 4 adlts @ \$8 \$ 32

The *White Star Line* inform me that the 4 passengers were transferred from S.S. *Lapland* which was appointed to meet the competition of S. S. *Uranium* as per G. 714; as the rate of the *Lapland* was \$22, the amount of compensation on the basis of \$30 = \$8 p. ad is correct.

13220

The above amounts are to be divided as follows:

Debitors	Creditors	
	Russ. American Line	White Star Line
Anchor Line	3.74% = \$ 82.77	\$ 1.20
Cunard Line	14.37% = 318.01	4.60
Hapag	11.97% = 264.90	3.83
Nasm	5.80% = 128.35	1.86
Lloyd	17.64% = 390.37	5.65
Red Star Line	8.14% = 180.14	2.60
White Star Line	14.73% = 325.97	4.71
American Line	8.29% = 183.46	2.65
Dominion Line	1.44% = 31.87	0.46
Canpac	4.26% = 94.27	1.36
Transat	4.87% = 107.77	1.56
Austro	1.82% = 40.28	0.58
Russamerika	2.93% = 64.84	0.94
	<hr/> \$2213.00	<hr/> \$32.00

13221

13222

Defendants' Exhibit 219

In order to avoid the trouble of remitting the small amounts to the White Star Line direct, I beg to suggest to remit both items to the Russian American Line so that the latter has to receive from:

13223

Anchor Line	\$ 83.97
Cunard Line	\$ 322.61
Hapag	\$ 268.73
Nasm	\$ 130.21
Lloyd	\$ 396.02
Red Star Line	\$ 182.74
White Star Line	\$ 330.68
American Line	\$ 186.11
Dominion Line	\$ 32.33
Canadian Pac. Ry.	\$ 95.63
Transat	\$ 109.33
Austro	\$ 40.86
Russamerika	\$ 65.78
	<hr/>
	\$2245.00
	<hr/>

which amounts the parties will please pay to the Russian American Line at Libau. The White Star Line's remittance to the Russian American Line is as follows:

13224

	Russian American Line	
	Debit	Credit
	\$ 32.	\$330.68
Balance due by White Star to Russian American Line	\$298.68	
	\$330.68	\$330.68

Respectfully,

H. PETERS.

(Stamped): Received 18 Feb. 1910 Ansd.

Petitioner's Exhibit 1519.

13225

G. No. 735.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, February 17th 1910.

To the Parties:

North West Transport Line. (G. No. 732)

13226

S.S. "Vultarno" sailed Saturday 12th instant from New York with about 110 steeragers. The fighting steamer "Adriatic" got 223 Continentals.

Respectfully,

P. S. S.S. "Uranium," 8th instant from Rotterdam for Halifax arrived at Plymouth 10th instant with steam pipe damaged. The Holland Amerika Line report that she was still there on 15th, undergoing repairs.

13227

13228

Defendants' Exhibit 220.*G. No. 736.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, February 17th 1910

To the Parties:

13229

Meeting. (G. No. 730)

Referring to G. No. 730 I have to correct a mistake. The meeting will have to be held at London, not at Cologne. Since Minutes 109 which stipulates that the next two meetings are to be held at London there has only been the London meeting of November 25th. The meeting London May 7th 1909 which I had also taken in account was not an A. C. Meeting.

Respectfully,

13230

Petitioner's Exhibit 1520.

13231

*G. No. 737.***ATLANTIC CONFERENCE.**

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, February 17th, 1910.

To the Parties:

Blue Star Line. (G. No. 718)

On this subject the Cie. Gle. Transatlantique send yet the following information:

13232

Blue Star Line "Nous avons pu obtenir quelques renseignements complémentaires sur cette compagnie. La ligne projetée irait de Bordeaux à Philadelphie et rentrerait à Bordeaux via New York. Les agents de la Blue Star Line à Philadelphie seraient MM. L. Rubelli Sons. Les départs de Philadelphie se feraient du Pier 35 South Wharves. On nous a dit que la Blue Star avait affrété le 'Karen,' vapeur norvégien de 1000 tonnes net environ et qu'elle avait acheté le vapeur italien 'Nord America.'

"Nous savons, d'autre part, que la Blue Star Line cherche activement à se procurer des agents dans le midi de la France et en Espagne. Le premier départ eastbound du 'Karen' devait avoir lieu le 28 Janvier dernier.

13233

"Nous continuerons à vous communiquer tous les renseignements que nous pourrions obtenir sur cette nouvelle concurrence."

The S.S. "Nordamerica" ex "Stirling Castle" belonged formerly to "La Veloce;" she was built 1882.

Respectfully

13234

Petitioner's Exhibit 1521.*G. No. 737.*

ATLANTIC CONFERENCE.

Jena, February 17th, 1910.

To the Parties:

Blue Star Line (G. No. 718).

On this subject the Cie. Gle. Translantique send yet the following information:

13235

"Blue Star Line. We have been able to obtain some further information with regard to this company. The proposed Line will go from Bordeaux to Philadelphia and will return to Bordeaux via New York. Messrs. Rubelli Sons will be the agents of the Blue Star Line at Philadelphia. The sailings from Philadelphia will take place from Pier 35, South Wharves. We have been told that the Blue Star have chartered the "Karen" a Norwegian vessel of about 1,000 tons net register and that they have bought the Italian steamer Nordamerica.

13236

"We are also aware that the Blue Star Line are actively endeavoring to obtain agents in the south of France and Spain. The first east-bound sailing of the 'Karen' should have taken place about the 28th January last.

"We shall continue to communicate to you all the information which we shall be able to obtain with regard to this new competition."

The SS. "Nordamerica" ex "Stirling Castle" belonged formerly to "La Veloce;" she was built 1882.

Respectfully,

Defendants' Exhibit 221.

13237

G. No. 738.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 18th, 1910.

To the Parties:

North West Transport Line. (G. No. 735.)

13238

Shipping Gazette 16th instant:

"Plymouth, Feb'y 16, 9 25 a. m.

"Uranium (s) sailed for Halifax after re-
 pairing machinery."

13239

13240

Petitioner's Exhibit 1522.*G. No. 739.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 19th 1910.

To the Parties:

*Arbitration Allan's Newfoundland passengers. (G.
 733).*

13241 The Allan Line have sent me copy of the following letter to Mr. Wilding dated February 16th:

"We now send you as requested direct our statement of reasons why we think that your award should be altered, and a fresh award in favour of the 'Allan' Line issued instead. We are also sending a copy of the statement to Mr. Peters."

The Statement referred to reads:

Arbitration—Allan Line—Newfoundland Passengers.

13242 The "Allan" Line take exception to the findings of the Arbiter on the following grounds; as a matter of convenience the findings are dealt with in the sequence they are made:

1. Agreements A.A. and Z have been diligently searched, but no reference can be found to the phrase "British North America;" at the same time it is not admitted that the use of this expression would have had the effect of bringing Newfoundland into the Agreement. In the Leading and controlling Article 1 of Agreement A.A. the traffic dealt with is strictly defined as "the entire steerage traffic * * * to and via the United States of America and Canada," so that the question to be decided is not as stated by the Arbiter, but is, "Is Newfoundland part of the United States of America or Canada?"

The "Allan" Line base their claim wholly on this question of fact and all the other points that they have dealt with and deal with now are only brought forward in support of the reasonableness of their contention, and in answer to the statements made against their claim.

2. The question arose because the ruling as the St. Pierre, Newfoundland, drew attention to the blunder made by a member of the clerical staff of the "Allan" Line in having overlooked that Newfoundland was not included in the Agreement, and naturally steps had to be taken to rectify the blunder.

13244

It is admitted, to their shame, that, in common it is feared with all the other members of the Conference, as well as of the Secretary, the "Allan" Line had overlooked that St. Pierre was a French Settlement, but the mistake was pardonable, as in the Conference St. Pierre has always been spoken of as St. Pierre, Newfoundland, and it is so described in the Conference Minutes. The fact, however, that St. Pierre is a French Settlement and not part of Newfoundland, strengthens instead of weakens the "Allan" Line position. My minute 111 "passengers by direct steamers to St. Pierre were held not to come under the Agreements Z and A.A." No other position was possible seeing St. Pierre is not a part "of the United States of America or Canada" and, by parity of reasoning, Newfoundland, being no part of the United States of America or Canada, passengers by direct steamers to and from St. John's, Newfoundland, must necessarily be similarly treated. The Red Star Line, during the arbitration, raised the point as to whether the "Allan" Line passengers were forwarded by *direct* steamers from or to St. John's, Newfoundland, or whether they were *transhipped*—to this the reply was given that the passengers claimed to be free from the

13245

13246

Petitioner's Exhibit 1522

pool were purely *local* passengers, booked to and from St. John's only, by *direct* steamers calling there. It may be mentioned that while St. Pierre is only twelve miles off Newfoundland, it is one hundred and ninety miles nearer to Canada than St. John's, Newfoundland, so that under the Arbiter's award passengers to St. Pierre, 190 miles nearer to Canada would be *exempt* from the pool, while those to St. John's Newfoundland, 190 miles *more distant* would be included.

13247

3. As stated on 11th January, no copy of the advertisement commented on was furnished to the "Allan" Line, and until this was done, it seems somewhat irregular for the Arbiter to deal with it. The "Allan" Line have already maintained that the interpretation of a specific agreement could not be affected by the wording of "newspaper or other advertisements," but they have now ascertained from the Anchor Line that the handbill marked A, attached hereto, is that on which their remarks were founded, and they are astonished at these and the comments of the Arbiter on it. The handbill is one issued by the Liverpool agency of the "Allan" Line and the heading is a "block" used for many years, its wording "Allan Line Royal Mail Steamers to Canada," being the designation by which the Line is most generally known. It so happens that the particular handbill to which the Anchor Line referred *i. e.* that dated 3rd November, 1909, only gave sailings to St. John's N. F. and Halifax, but the same headed handbills of earlier and later date—see copies B and C attached—included sailings to *Philadelphia* so that by the Anchor Line argument, endorsed by the Arbiter, it "would appear the 'Allan' Line itself considers 'To Canada' may cover 'Philadelphia.' " ! ! It may be remarked that all these handbills show clearly that the booking of the passengers to points in the United States and Canada is *via Halifax*.

13248

4. The statement that "The agreed rates for 'Allan' Line" Canadian business have always been charged ~~for~~ Newfoundland "business" is not correct. The Allan Line have frequently, prior to the present agreements, when rates to Canadian ports were low, charged higher rates to St. John's, Newfoundland, although now that rates are at a reasonable level, they have been charging the same rates to St. John's Newfoundland, notwithstanding that the steaming distance to it is so much shorter than to any Canadian or United States port. The justification for doing so is that the service to Newfoundland is a special one, involving the expenses and risk of calling at a special port en route, a service which is not in competition in any way with any Canadian or United States Service and which consequently does not secure the class of competitive traffic which the pool was designed to cover. With reference to the Arbiter's remarks re free railway tickets from London it is because Newfoundland is out with the Agreement that the "Allan" Line have been free to grant such free tickets to Newfoundland passengers.

13250

5. The "Allan" Line do not admit that their Newfoundland passengers were included in the figures furnished Mr. Peters for 1906 and 1907—unfortunately they have no record of these figures—but in any case, as stated in the letter of 20th April, 1909, previously cited, of Mr. Henry Allan, who conducted the negotiations:

13251

"our existing percentages under Agreement 'A.A.' Eastbound and under Agreement 'Z' Westbound, are not based exactly on the actual numbers carried in any stated period. The percentages were arrived at as the result of negotiation and agreement between the parties.

13252

Petitioner's Exhibit 1522

"Minute 62 records that 'The final West-bound and Eastbound percentages were agreed to as shown in Article 3 of the Agreement A.A.' "

The "Allan" Line understand that the effect of this Minute is to bar the raising of any question as to the percentages and this is evidently also the view of the Anchor line, who, in reply to a letter asking them to give particulars of the figures on which they founded their statement as to the percentages allotted the "Allan" Line, wrote on 6th January, 1910, as follows:

13253

"Agreement A.A. and Z. In reply to your demand for figures that formed the basis for arriving at percentages, we can only remind you that the actual carryings of each Line during the years 1906-7, for all services were tabled at London in February, 1908. The negotiations as to percentages were carried through and completed on figures tabled by each Company *and having been accepted by the Allan Line cannot now in our opinion be called in question.*"

13254

6. This does not state the case correctly. The fact that any one chose to raise the question of St. Pierre passengers, would not affect the rights of the "Allan" Line under the Agreement, but the point raised and the point decided was not a question of rates, or of it being necessary, because of arrangements with the French Government, to obtain a special Minute *authorizing the exclusion of the St. Pierre passengers from the pool.* What the Conference did was to *declare the fact*, as recorded in Minute 111, "that it is confirmed that passengers by direct steamers to St. Pierre, Newfoundland, *do not come under the Agreements Z and A. A.*"

Petitioner's Exhibit 1522

13255

To have done otherwise the Continental Lines would have completely stultified themselves, as at the Paris Meeting in March, 1909, when the above Minute was passed the Compagnie Generale Transatlantique distinctly stated through Herr Ballin, that their St. Pierre passengers *had never been pooled under their agreement with the Continental Lines*, which had been in existence from 1st January, 1903, although Article 1 of that agreement provides, that "The Lines above named shall divide amongst themselves their *entire* third class traffic from ports between Cronstadt and Bordeaux, both included, *to ports in the United States of America and Canada.*"

13256

7. It has been stated in answer to No. 1 that the phrase "British North America" does not appear in the Agreement and that the "Allan" Line are not aware that it would include Newfoundland, but with regard to the construction of Article 26 of Agreement A.A. the Arbiter is referred to sub-section (b) which states "that for the purposes of the interpretation of Article 26 (a) there have been appended to the various Articles, commentaries with expositions, and it is understood that the same are to be considered to their full extent to form an integrant part of this present Contract."

13257

This interpretation is in accordance, as the Arbiter no doubt knows, with the practice of the ordinary German Acts of Parliament, but if the Arbiter will refer to Article 1, he will find that *there is no commentary* in regard to the interpretation of it, so that in construing it he must act purely on the letter of the Article.

The parties to the Contract must be held to know the Constitution of the different Countries, Colonies and/or States which the Agreement covers.

Newfoundland being a separate Colony, defined as absolutely out with the Dominion of Canada, it is

13258

Petitioner's Exhibit 1522

contended that the Arbiter has no power to read the Contract so as to make Newfoundland a part of Canada.

8. It is submitted that the argument used here is quite unsound.

13259

The definition cannot extend the scope of Article 1. The "*Canadian services westbound*" were exempted, as otherwise they would fail to be included in terms of Article 1, but Newfoundland not being included in Article 1 there was no call to exclude the carryings either to or from this Island, any more than those of the "Allan" Line services to South America.

13260

Generally it may be pointed out that Article 1 is the controlling Article of the whole Agreement and that the subsequent Articles are all executive to Article 1 and simply provide details for carrying out the Agreement between the parties, and that the object of Article 26 is that the spirit of the Agreement should be exercised in construing the executive details of the Agreement, where there is ambiguity, but that the Arbiter has no power to alter or to include in Article 1, traffic not expressly included in it, but must interpret this Article strictly and in accordance with the law of England.

For these reasons the "Allan" Line contend that the Arbiter should alter his award and should issue an award that the "Allan" Line should be repaid from the pool the monies which they have, through a clerical error, paid into the Pool in the past on account of Newfoundland passengers, and should be exempted from payments for such passengers in future.

ALLAN BROS. & CO. U. K. LIMITED,

per (signed) J. SMITH PARK,

Director.

25 Bothwell Street,

Glasgow, 16th February, 1910.

Respectfully,

Defendants' Exhibit 222.

13261

G. No. 740.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 19th 1910.

To the Parties:

Thomson Line (G. No. 703)

13262

The White Star Line have received the following letter dated February 15th from their London city office:

"We understand that the 'Cairnrona' is now fixed to sail again from London for Portland with passengers on the 22nd instant, the sailing having been postponed from the 19th which was the original date fixed.

"We believe that this steamer will secure from 300 to 400 passengers, though the agents are apparently confining their attention to Continental business and are not advertising for any British traffic."

13263

Respectfully,

13264

Defendants' Exhibit 223.*G. No. 741.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 19th, 1910.

To the Parties:

North West Transport Line. (G. No. 738)

13265

The steeragers of the "Uranium" which left Rotterdam on 8th instant (Plymouth on 16th) were composed as follows:

	for U. S. A.	for Canada	Total
From Russia	540	162	702
" Austria	129	63	192
" Hungary	60	27	87
" Bulgaria	9	15	24
" Turkey	—	22	22
" Italy	22	5	27
" Roumania	7	3	10
" Belgium	2	—	2
" Germania	1	—	1
13266 " Servia	—	1	1
	<hr/> 770	<hr/> 298	<hr/> 1068

S.S. "Napolitan Prince" which left New York on 29th January arrived at Rotterdam February 10th where she landed about 100 steeragers of which 18 deported passengers (Poles & Russians).

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Received 21 Feb. 1910. Ansd.

Petitioner's Exhibit 1523.

13267

G. No. 742.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, February 19th 1910.

To the Parties:

Change in rates.

13268

On account of their excess in the westbound Pool
the Hamburg-Amerika Linie will advance next days
westbound rates at least those of "Amerika" and
"Kaiserin Auguste Victoria" by 10 Marks.

Respectfully,

13269

13270

Petitioner's Exhibit 1524.*G. No. 743.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 19th, 1910.

To the Parties:

13271

North West Transport Line (G. No. 738)

With regard to the "Uranium" the White Star Line
 received the following letter of 15th instant:

13272

"The fractured steam pipe was taken on
 board on Saturday morning but on being tested
 it gave out, and was finally condemned by the
 Board of Trade Surveyor. A difficulty was
 then found in getting a new pipe, although I
 understand application for same was made
 to Messrs. Harland Wolff, Southampton
 (amongst others), but finally it was decided to
 get a new one made at the Devonport Dock-
 yard, and it is hoped the steamer will now get
 away to-morrow afternoon."

Respectfully,

Petitioner's Exhibit 1525.

13273

G. No. 744.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, February 19th, 1910.

To the Parties:

Allan Line New Foundland passengers.

13274

In reference to the letter of the Allan Line to Mr. Wilding in G. No. 733 the Allan Line point out, that in the last paragraph after the words "defined by Statute" it has been omitted to insert:

"treated as part of another portion similarly defined by Statute."

These words are not contained in the copy of the letter which I received from Mr. Wilding.

Respectfully,

13275

13276

Petitioner's Exhibit 1526.*G. No. 745.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, February 21st, 1910.

To the Parties:

13277 · *Allan Line New Foundland passengers. (G. No. 744.)*

With regard to the new statement of the Allan Line as per G. 739 Mr. Wilding writes under date of 18th instant:

"I have received from the Allan Line a statement of reasons for their asking that the Award concerning Newfoundland Passengers should be re-opened and reconsidered and they inform me that they have sent to you a copy of this statement.

13278

"In order that all parties interested may have an opportunity of placing before me any statement they may desire to make, I will not proceed to the consideration and decision of this point for 14 days."

I beg to request the parties to send me any counter-statements or comments on the Allan Line's statement early enough as to be in my possession not later than on 1st of March. I take it, that as proposed in G. 683 the Anchor Line will answer for the B. L. if considered desirable.

Respectfully,

Petitioner's Exhibit 1527.

13279

G. No. 746.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, February 21st, 1910.

To the Parties:

North West Transport Line. (G. No. 743.)

13280

S. S. "Sicilian Prince" which sailed February 6th from New York landed at Rotterdam 90 steeragers on 18th instant. Amongst these passengers were 8 deported (6 Russian, 2 Armenians).

S. S. "Campania" sailed Sunday afternoon 20th instant from Rotterdam with 15 cabin passengers and 1284 steeragers of which 452 for Halifax.

The Holland America Line confirms my supposition that the "Campania" belongs to the Navigazione Generale Italiana. The steamer is said to be chartered for one sailing or according to other informations for six months.

13281

Respectfully,

H. PETERS.

13282

Defendants' Exhibit 224.*G. No. 747.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 21st, 1910.

To the Parties:

13283

Lloyds Phila.—Balto. Service. (G. No. 729.)

With reference to G. No. 729 the American Line,
 Liverpool write:

13284

"* * * the only criticism we have to make is in respect of the booking inland of passengers landing at Philadelphia at lower rates than the tariff rates from Philadelphia. As you know it is contrary to all precedent and practice to apply the inland rates off one port to bookings via another port from which the inland fares are higher, and we are no more entitled to make use at Philadelphia of the lower inland tariff rates from Baltimore than are the New York Lines to make use of them,—or of the Philadelphia inland tariff rates,—at New York, and we hope that in the future when it is known beforehand that the passengers will be landed at Philadelphia, nothing less than the official inland tariff rates from Philadelphia will be charged."

Respectfully,

Defendants' Exhibit 225.

13285

G. No. 748.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 22nd, 1910.

To the Parties:

Russian Volunteer Prepaids from Libau. (G. 500.) 13286

The Russian American Line sent me a bill for 4/1, 2/2 outstanding Prepaids which they forwarded for the Russia Volunteer Fleet from Libau by the S. S. "Russia" on May 18th, 1909 for which according to byelaw 78 they are entitled to 5/1 @ Rubel 17 = Rubel 85 — 1/2 hereof = Rubel 42.50.

According to the percentages B in G. No. 500 participate in this amount:

Allan Line	with	0.56%	=	Rubel	0.24
Anchor Line	"	3.11%	=	"	1.32
Cunard Line	"	12.57%	=	"	5.34
Hapag	"	17.94%	=	"	7.62
Nasm	"	6.07%	=	"	2.58
Lloyd	"	24.26%	=	"	10.31
Red Star L.	"	8.88%	=	"	3.77
White St. L.	"	7.87%	=	"	3.35
American L.	"	6.10%	=	"	2.50
Dominion L.	"	4.09%	=	"	1.74
Transat	"	5.92%	=	"	2.52
Austro	"	2.63%	=	"	1.12

13287

 Rubel 42.50

4429

13288

Petitioner's Exhibit 1528

The Russian American Line inform me that they do not expect that more prepaids for the Russian Volunteer Fleet will come forward so that Byelaw 78 may practically be considered extinct hereafter; will the parties please remit the above amounts to the Russian American Line at Libau.

Respectfully,

(Stamped): North Atlantic Passenger Conference.
Received 25/2 1910 Acknl'd 1910 Answered 1910

13289

Petitioner's Exhibit 1528.

G. No. 749.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, February 22nd, 1910.

13290

To the Parties:

North West Transport Line. (G. No. 746.)

The Norddeutscher Lloyd send me copy of a circular which the agents of the North West Transport Line have published abroad and which reads as per annex herewith.

Respectfully,

Petitioner's Exhibit 1529.

13291

Annex to G. No. 749 22/2 10

Copy.

NORTH WEST TRANSPORT LINE.

New York, February 5th, 1910.

To our Agents:

We are in receipt of the following cable from our Company:

"Uranium will sail from Rotterdam Monday with 1100 passengers. Have purchased three large twin-screw steamers, which will be placed into service in March. Fix next sailings from New York Volturno, February 12th, Uranium February 26th, Napolitan Prince March 5th, Sicilian Prince March 12th." 18292

Yours truly,

VESSELY & CO.,
Gen'l Passenger Agents.

Steerage to Rotterdam	28.00	Commission	3.00	
Cabin to Rotterdam	50.00	"	4.00	
*Prepaid Steerage	30.50	"	3.00	13293

*Head Tax \$4.00 additional for each adult, child or infant.

Note. Referring to above circular—rates of commission are erased in ink—and are supposed to be variable as to third class, with \$3 as minimum commission.

13294

Defendants' Exhibit 226.*G. No. 750.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 23rd, 1910.

To the Parties:

13295

Lloyd's Phila-Balto Service. (G. No. 747.)

The Norddeutscher Lloyd write:

13296

"We beg to acknowledge receipt of circular letter G. No. 747 and have taken due note of the remarks of the American Line with regard to the landing of Baltimore passengers at Philadelphia. As we have apparently not expressed ourselves sufficiently clear in our previous letter we beg to repeat that for all passengers who, at the time of booking, are known to be landing at Philadelphia the regular rail fares from that port will of course be applied. On the other hand there will always be some Baltimore passengers, especially prepaids, of whom we do not know beforehand whether they will be forwarded by direct steamer or by a steamer calling at Philadelphia. In case we should choose to land these passengers at Philadelphia we cannot compel them to pay the difference in the fare as this would be contrary to the existing laws and would consequently bring us in conflict with our Government. The landing of these passengers at Philadelphia would be effected for no other purpose but of avoiding

to keep them on board during the ship's stay at harbour and because it is cheaper for us to pay the very trifling difference in the railfaire instead of catering for these passengers for 3 or 4 days extra. We really do not see how any Line could possibly be prejudiced by our landing a few *bona fide* Baltimore passengers at Philadelphia simply because it saves us a lot of trouble and responsibility and because it will enable us to avoid unnecessary expenses.

"We therefore sincerely hope that the American Line will withdraw their objection and in this expectation have fixed our Philadelphia rate on a parity with Baltimore, which we could not do however, if such opposition should be maintained."

13298

The Norddeutscher Lloyd informed me yesterday that anticipating the consent of all concerned they had fixed their steerage rate to Philadelphia in conformity with their Balto rate to M 160—(Ppd. \$36.50).

I beg to request the American Line, Liverpool, to inform me, whether they maintain their objection.

Respectfully,

13299

13300

Petitioner's Exhibit 1530.*G. No. 751.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 25th, 1910.

To the Parties:

13301

Blue Star Line. (G. No. 737.)

The White Star Line write:

"Blue Star Line.

"We beg to give you the following copy of letter received by us from our Agent at Bordeaux regarding this Line:

13302

"I understand that the German steamer "Ascania," 1292 tonneaux register has just been chartered on time for account of that concern. The vessel is expected at the end of this month at Bordeaux with a cargo of rice from Saigon and after discharging her cargo will load on a berth for New York. I understand that the charter money has been sent by cable from New York.'

"We have also heard from our Agents at Madeira that it is intended to call these steamers at Funchal and Ponta Delgada. They write us as follows:

"We beg to confirm our last of yesterday and now beg to inform you for your future guidance, that the new Line of steamers (The

Petitioner's Exhibit 1530

13303

Blue Star Line) is already selling 3rd class tickets in New York for one of their steamers to call here shortly to take all the passengers offering and sailing direct from here to New York, calling perhaps at the Azores if a good number of passages offering there.'

"The information that has been sent to you hitherto, however, indicates that their steamers are not likely to prove very serious competitors in the passenger business, although they may be disturbing factors in the trade."

The Norddeutscher Lloyd write:

13304

"Enclosed we beg to hand you a circular of the Blue Star Line giving the dates of departures from New York up till end of August. As has already been reported, the first sailing, which was fixed for February 5th, had to be dropped, but we are informed that the s. s. 'Notre Dame de Lourdes' June 4th, and 'Jeanne D'Arc' June 25th, are fully booked up in the Cabin. The 500 I class return tickets advertised at the reduced rate of \$50 have been disposed of and the Company is said to be now advertising a round trip cabin rate of \$70 to Bordeaux and of \$85 to Paris."

13305

The circular to which the Nordd. Lloyd refer is the same of which copy is given in G. No. 672.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 28 Feb., 1910. Ansd.

13307

Defendants' Exhibit 227.*G. No. 752.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, February 25th, 1910.

To the Parties:

13306

Lloyd's Phila.-Balto service. (G. No. 750.)

In G. No. 750 page 2 I regret to say an error has occurred in so far as the Nordd. Lloyds' rate to Baltimore is not M 160, but M 150; the analogous rate to Philadelphia proposed by the Nordd. Lloyd is therefore M 150—which I beg to request to correct; the prepaid rate remains unchanged.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 28 Feb. 1910 Ansd.

13308

Defendants' Exhibit 228.

13309

G. No. 753.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, February 26th, 1910.

To the Parties:

A. C. Meeting. (G. 736.)

13310

With reference to the next meeting no line has objected to postponing it, but as to the proposed date, April 5th Lloyd write that they could not possibly attend on that date owing to their annual meeting of shareholders taking place in that week and they trust it will be equally convenient for the Lines to have the meeting fixed for the next week.

If no objections received until March 5th I take it that April 14th will be convenient to all.

Respectfully,

13311

13312

Petitioner's Exhibit 1531.*G. No. 754.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, February 26th, 1910.

To the Parties:

13313

Pool Adjustment. (G. 731.)

In reply to circular letter G. No. 731 the Nord-deutscher Lloyd write:

"* * * that we are perfectly willing to discuss a further increase of the second class rates and we would suggest that this question be placed on the Agenda of next Meeting."

13314

Anticipating the consent of the parties I have noted the subject for discussion at the next meeting. I beg to draw the attention of the parties to the fact that up to February 15th there is an increase of 1619 passengers = 19.59% in the number of the westbound second class passengers against 1909.

Respectfully,

Defendants' Exhibit 229.

13315

G. No. 755.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, February 26th, 1910.

To the Parties:

Thomson Line. (G. 740.)

13316

The Cunard Line write that according to their information the "Cairnrona" left London on the 22nd instant with 230 emigrants, all of whom they believe are Continentals.

Respectfully,

H. PETERS.

13317

13318

Defendants' Exhibit 230.*G. No. 756.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, February 28th, 1910.

To the Parties :

Lloyd's Phila.-Balto. Service. (G. No. 752.)

13319

With reference to G. No. 747 the Anchor Line
 write :

"Lloyds Phil. Balt. service. We have perused the letter sent to you by the American Line Liverpool dealing with the Lloyd's forwarding passengers inland from Philadelphia, at the inland tariff rates *from Baltimore*. We desire to associate ourselves with the view of this proceeding, taken by the American Line.

13320

"Passengers landed at Phila, or any other port should at times be charged the current inland rates from the port to their destination and we trust that the Lloyd Co. will agree for the future to depart from any other course, *than* the above established practice."

The American Line Liverpool write :

"Your G. 750 of 23rd inst. to hand, and we are obliged for the amplified explanation now given, including the assurance that for all passengers who it is known at time of booking will be landed at Philadelphia, the Philadelphia tariff inland fares will be charged, which presumably will include all Cash passengers book-

Defendants' Exhibit 230

13321

ing for the sailings which are fixed for the Philadelphia call.

"We quite understand that there may be a few Baltimore passengers, especially Prepaids, to be dealt with at Philadelphia, but our criticism was not intended to apply to them, the hope we expressed being that

"When it is known beforehand that the passengers will be landed at Philadelphia, nothing less than the official inland tariff rates will be charged."

"We consider the Lloyds assurance now given quite covers the ground we intended to cover."

13322

May I ask the Anchor Line whether the explanation given by the Norddeutscher Lloyd in G. No. 750 can change their above standpoint.

Respectfully,

13323

13324

Petitioner's Exhibit 1532.*G. No. 757.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 1st, 1910.

To the Parties:

Blue Star Line. (G. No. 751.)

13325

In pursuance to G. 751 I have received from the White Star Line copies of communications of their Madeira agents together with copy of the notice to which the latter refer, which read as follows:

Extract from letter received by the White Star Line from their Madeira agent dated February 14th, 1910.

By the newspapers attached you will see other Lines of steamers advertised to call here soon to take passengers direct to Newyork calling also at the Azores to pick up some more passengers there. We trust you will watch the motion of the new Company.

The following is translation of the newspaper above referred to:

13326

NEW STEAMSHIP COMPANY.

The North American newspaper announce the formation of a new steamship Company which will be called the Blue Star Line and has been provided with French capital which proposes to establish a passenger service between America, the Azores, Madeira, Libson and Bordeaux. The new company which will inaugurate this service within a short period has two large transatlantic steamers building and the launching of these vessels will shortly be performed.

Copy of communication dated February 18th, 1910 received by the White Star Line from their Madeira agents.

Another party came to our office to day enquiring if could travel by your steamers with the tickets issued in New York, by the Blue Star Agency (new line of steamers) as per information attached, and we simply replied to this party, as done to the others before.

We beg to commend our detail information to your best attention.

IMPORTANT INFORMATION.

13328

COMPAGNIE FRANCO-NORD AMERICANE
DE NAVIGATION A VAPEUR,

1 Cours du Chapeau Rouge

Bordeaux.

General Agents in New York

Corsi Zumsteg & Co.,

67 Pearl Street,

New York.

Ticket No. 1198 issued by Frank C. Silva, Inr. dated New York January 24th, 1910 for Jose Pereira Inr. to sail from here direct for Lowell, Mass. payment \$30; 3rd class. 13329

In this connection I beg to promulgate a notice of a Berlin paper "The Lokalanzeiger" of yesterday which has a report from New York that a big swindle has been disclosed there. A New York Bordeaux S. S. Line advertised cheap tickets and sold thousands of them all over the country. The Line however did not exist at all. All participating in the business have escaped to Europe. The office has been closed.

In reading this report it strikes one, whether it might relate to the Blue Star Line.

Respectfully,

13330

Defendants' Exhibit 231.*G. No. 758.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 1st, 1910.

To the Parties:

13331

Mitrovitz & Bonuschevatz Belgrad.

The Norddeutscher Lloyd have received information that the firm of Mitrovitz & Bonuschevatz of Belgrad Servia are booking passenger for the North West Transport Line which is corroborated by the fact that amongst the passengers for the North West Transport Line which passed Antwerp on February 6th there was a number from Mitrovitz & Bonuschevatz.

In view hereof I beg to ask whether there is perchance one of the A. C. Lines in connection with the above firm by whom influence might be used to prevent them from booking any more passengers for the North West Transport Line.

13332

Respectfully,

Defendants' Exhibit 232.

13333

G. No. 759.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, March 2nd, 1910.

To the Parties:

North West Transport Line. (G. No. 749.)

13334

The "Voluturno" 12th February from New York arrived at Rotterdam February 24th with about 150 passengers, amongst which were 13 deported passengers (Armenians & Russians).

The "Sicilian Prince" sailed 1st March from Rotterdam with 8 cabin passengers and 751 steeragers of which 227 for Halifax.

Respectfully,

13335

13336

Petitioner's Exhibit 1533.*G. No. 760.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, March 2nd, 1910.

To the Parties :

13337

With reference to the Cunard Line's advance of their steerage rate off Hamburg & Bremen to M 180 on 14th February the Holland America and the Hamburg America Line had asked for an explanation in view of the Cunard Line being short. The reply was that the rates had been advanced owing to steamers accommodation being overbooked.

The Hamburg America Line now write :

13338

"The circumstance that some steamers were full, cannot justify the Cunard Line in raising their rates as long as they are a minus-party. Moreover, the Cunard Line reduced their rates as recently as the 21st of February for the 'Lusitania,' because they were unable to attract sufficient passengers. In view of some of their steamers being full the Cunard Line have already taken the only reasonable course by requesting Hamburg and Bremen not to book passengers for these steamers. With reference to Commentary to Article 11 Paragraph a, we must ask the Cunard Line to withdraw their advance and to leave it to the plus-parties to bring about an adjustment by raising the rates. Please inform us whether the Cunard Line is agreeable to this."

I shall be glad to learn what the Cunard Line has to say.

Respectfully,

Defendants' Exhibit 233.

13339

G. No. 761.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 7th, 1910.

To the Parties:

Blue Star Line. (G. No. 757.)

I beg to promulgate the following translation of a cutting from the Paris-Journal of February 28th which I received from the White Star Line:

13340

"SWINDLE.

"A Travelling Agency which takes a dive.

"New York, Feb. 27th (from our own Correspondent).

"The 'World' states that the Federal Govt. has started an enquiry with regard to a remarkable swindle. Some hundreds of persons have been the dupes of a promotor of cheap excursions to Europe and in particular to Paris. This affair was discovered some little time ago, and the police are looking for the swindler, a man named Louis Duverrier, who, of course, has lost no time in disappearing.

13341

"It is said that the Franco-American Co. founded by Louis Duverrier, which advertised the imminent departure of its two steamers: 'Notre Dame de Lourdes' and 'Jeanne d'Arc' has secured over 360,000 francs (£14,400).

"The Offices which were situated in one of the principal streets are now closed, and it is thought that Duverrier and his accomplices have returned secretly to Paris.

"All the books and advertising matter have been seized."

Respectfully,

13342

Petitioner's Exhibit 1534.*G. No. 762.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 7th, 1910.

To the Parties:

*Allan Line New Foundland passengers. (G. No.
 745.)*

13343

I received today copy of the following letter which Mr. Wilding addressed to the Allan Line on 4th instant:

NEWFOUNDLAND PASSENGERS.

"I have very carefully considered all the statements and weighty arguments put before me in the document which accompanied your letter of the 16th ult.

13344

"If these statements and arguments had been before me at the time I made my Award I might, in some respects, have varied the phraseology of that Award but the conclusions reached would have remained as therein expressed and I should still have felt obliged to award that the East-bound Steeragers from Newfoundland and the West-bound Continental Steeragers to Newfoundland are included under Agreements AA and Z and that the Allan Line should return them to the Pool.

"I therefore do not consider that cause has been shown satisfactory to me for re-opening and reconsidering the Award and I decide that the Award as made must stand."

Respectfully,

Defendants' Exhibit 234.

13345

G. No. 763.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 8th, 1910.

To the Parties:

Lloyd's Phila.-Balto. service (G. No. 756.)

13346

The Hamburg America Line write:

"Circular Letter G. No. 756: The representations of the American Line and Anchor Line we must endorse. In our opinion it does not make any difference whether passengers decide, before or after departure, to land at Philadelphia. Article 1 and Minute 18 make it quite clear that in all cases when passengers leave the ship at Philadelphia, they must have paid exactly the fare Bremen-Philadelphia-destination and not for instance, the fare Bremen-Baltimore-destination. Differences in fare, if any, would have to be paid additionally or refunded before passengers leave the ship. It is a well known fact that the collection of the difference also takes place when passengers change during the voyage from the fourth class to the third or from the third class to the second etcetera. We cannot therefore see why in the present case exceptions should be made."

13347

Respectfully,

13348

Defendants' Exhibit 235.*G. No. 764.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 9th, 1910.

To the Parties:

Payments for February.

13349

According to Form 30, No. 2, the following payments have to be made:

Continental Lines	to	Anchor Line	£ 567.—.—
" "	"	American Line	" 2541.—.—
" "	"	Dominion Line	" 5486.—.—
" "	"	White Star Line	" 7509.—.—
" "	"	Cunard Line	" 8434.—.—
" "	"	Donaldson Line	" 84.—.—
Allan Line	"	Anchor Line	" 12.—.—
Canadian Pacific Ry. Co.	"	American Line	" 652.—.—
			<hr/>
			£25285.—.—
			<hr/>

13350

Payments passing through this office are effected as soon as the total amount has been received. So much with regard to comments on delays that recently have been made. Will the Lines please attend to Article 8-a.

Respectfully,

(Stamped): North Atlantic Passenger Conference
 Received 11-3-1910 Acknl'd 1910
 Answered 1910

Defendants' Exhibit 236.

13351

G. No. 765.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 9th, 1910.

To the Parties:

North West Transport Line. (G. No. 759)

13352

The steeragers which were forwarded with "Sicilian Prince" from Rotterdam February 28th to Canada & U. S. A. were composed as follows:

	<i>for U. S. A.</i>	<i>for Canada</i>	<i>Total</i>	
From Russia	443	53	496	
" Austria	73	27	100	
" Hungary	50	1	51	
" Turkey	38	9	47	
" Bulgaria	19	7	26	
" Roumania	5	—	5	
" Italy	5	12	17	13353
" Germany	7	—	7	
" Holland	—	2	2	
	<hr/>	<hr/>	<hr/>	
	640	111	751	
	<hr/>	<hr/>	<hr/>	

13354

Petitioner's Exhibit 1535.*G. No. 766.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 9th, 1910.

To the Parties:

Measures for adjustment. (G. No. 760.)

13355

In pursuance of G. No. 760 I have still to promulgate the following telegram from the Hamburg American Line which preceded their letter in G. No. 760:

"Please explain advance of Cunard's Hamburg and Bremen rate. Cunard are short in their share. Minus parties under certain circumstances might be entitled reduce rates, but by no means have the right to advance rates. Refer commentary to article eleven prescribing pool to be adjusted by Plus parties advancing rates."

To this the Cunard Line have now replied:

13356

"We are in receipt of your G. No. 760 and note copy of communication from the Hamburg America Line. As already mentioned, our steamers have been overbooked for some time. The underlying idea of the Pool being to increase revenue, and as prompt action was necessary, there was no other course open to us but to increase our rates. Even this, however, has not had the desired effect.

"The question of the 'Lusitania's' rate was dealt with in ours of the 2nd instant."

Petitioner's Exhibit 1535

13357

On February 26th an advance of the Dominion Line's continental rates was advised and upon receipt the Hamburg American Line wired:

"Private representations having proved futile we hereby officially protest against Dominion Line raising its rates although Minus party an adjustment can be desired but according paragraph A commentary article eleven unless different decision be arrived at by general resolution can only be effected by advance of Plus parties this for instance has already been done by Hapag willingly we beg you request Dominion re-establish *status quo ante*."

13358

On March 4th an advance of continental steerage rates by the American Line and on March 5th by the Allan Line was advised. With reference to these advances the Hamburg American Line wired:

"We are sorry to be obliged to protest against advances of Lines being short in their shares."

The Dominion Line wired yesterday that they were writing and upon receipt I shall circularize their reply.

Respectfully,

13859

13360

Defendants' Exhibit 237.*G. No. 767.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 10th, 1910.

To the Parties:

Blue Star Line. (G. No. 761)

13361

The White Star Line send the following communication of their Bordeaux Agent with respect to the above, which will no doubt be of interest to the Lines:

"The Cie Franco Nord-Americaine has turned out to be a fraud. However, as I have informed you before, the 'Ascania' has been chartered and I understand from the loading broker that it is very possible that she will make the voyage to New York with about 1000 tons old iron and about 400 casks porcelain and some general cargo.

13362

"I am also told that a cargo of Indian corn for Bordeaux is ready in America. In these conditions the charter money being Fcs. 12,500 per month and 10,000 francs having been paid in advance by charterers, the difference to the credit of the ship is only Fcs. 2500 and as the inward cargo will be freight payable at destination it is very possible that the Captain will risk making the round voyage as he will either have a lien on the cargo or collect the freight for his own account.

"The vessel is expected here in two or three days."

Respectfully,

Defendants' Exhibit 238.

13363

G. No. 768.

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, March 10th, 1910.

To the Parties:

Lloyd's Phila.-Balto. Service. (G. No. 763)

The Norddeutscher Lloyd write:

"We beg to refer to circulars No. 756 and 763 from which we gather that the American Line have withdrawn their objection but that the Anchor Line apparently still uphold their protest and that the Hamburg-American Line have since joined them therein.

13364

"From the remarks of the Hamburg-American Line we are inclined to suppose that they have not yet fully grasped the essence of our proposal. When a passenger, *upon his own request*, is transferred from the steerage to the third class, or when a passenger booked to or via Baltimore insists upon being landed and forwarded via Philadelphia, he has certainly to pay the difference in the fare. But if, owing to our direct Baltimore steamer being full, or for some other reason, we find ourselves compelled to forward a Baltimore passenger by indirect steamer, and if we then decide to land this passenger at Philadelphia rather than keep him another three or four days on board; in other words, if we land a Baltimore passenger at Philadelphia possibly against his wishes but in any case *not* upon his request, we can hardly be expected to make him pay any difference in the fare.

13365

13366

Defendants' Exhibit 238

"To prevent us from adopting this course would mean forcing upon us considerable extra expenses for keeping passengers waiting here, or for retaining them on board 3 or 4 days longer than necessary, and it would further expose us to the risk of having to pay heavy penalties in case passengers should manage to escape while the steamer is berthed at Philadelphia. We rather feel that this would not be treating us fairly nor in accordance with the spirit of the contract, especially as our landing a few Baltimore passengers at Philadelphia cannot in any way prejudice the interests of the other Lines and certainly not those of our Hamburg friends, who are not directly interested in the passenger service to either Baltimore or Philadelphia.

13367

"Besides this we fail to see why we should not be allowed to do what other Lines are doing. If our directing some Baltimore passengers via Philadelphia were contrary to the Agreement, how can it then be legal for the White Star Line and Cunard Line, and probably other British Lines as well, to offer third class passengers free transportation between New York Boston and Philadelphia? This practice has been going on ever since Agreement A.A. existed, and as far as we know, it has never been intimated that this was contrary to Art. 1 and Minute No. 18.

13368

"As our Philadelphia service will soon be inaugurated, we would thank you to at once circulate this letter, asking the Lines for a definite reply by wire. In case our request should still be refused, we would very reluctantly be compelled to fix our Philadelphia rate at Marks 146, whereas, otherwise we should prefer to fix

Defendants' Exhibit 239

13369

it at par with Baltimore, as stated in Circular letter 750."

As requested by the N. D. L. the parties will please let me have their reply to above letter by wire.

Respectfully,

Defendants' Exhibit 239.

G. No. 769.

13370

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, March 10th, 1910.

To the Parties:

North West Transport Line. (G. No. 765.)

The "Uranium" sailed Tuesday March 8th from New York with 125 steeragers.

Respectfully,

13371

P. S. Telegram from Hapag 10:3. 12:4 P. M.

"New York kabelt: Uranium advertised to sail hence February twenty-sixth sailing postponed till March third then March fifth sailed March eighth with about two hundred fifty steeragers net rate about twenty booking passengers for all dates. Rhein sailed March fifth three hundred seventy-three at twenty-six less two."

13372

Petitioner's Exhibit 1536.*G. No. 770.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 10th, 1910.

To the Parties:

13373

Measures for adjustment. (G. No. 766.)

Referring to G. No. 766 I received today the following reply from the Dominion Line:

"We have your telegram of the 5th instant, regarding the recent advance in our West-bound Continental rate, and as we telegraphed to Hapag on the 4th instant, we do not agree that the alteration, under the special circumstances, is in any way contrary to either the spirit or the letter of Agreement A.A.

13374

"It is quite true that at the moment we are minus parties, but as we pointed out to Hapag that is the result of the earlier passenger movement from the Continent, and we might also add, to the reluctance of the Continental Lines to increase their steerage rate (see your G. 722, 727, etc.) at a time when we had space available and could have carried extra passengers. Now the travel to Canada has set in very strongly, and our S.S. 'Canada' on the 3rd instant sailed quite full. We have already to stop booking for our sailings up to and including the 'Canada' April 7th, with the prospect of full ships for some little time to come,

Petitioner's Exhibit 1536

13375

and we have further arranged for an additional steamer for April.

"Under these circumstances we do not understand Hapag's objection to the change in our Continental rate, which is not for pool adjustment purposes. Should we reduce our rate we could not carry more passengers than we are doing at present, and there is nothing in the agreement, as we read it, to prevent any Line obtaining the best rates possible, when advancing rates does not prejudice it's carryings to the detriment of the other Companies."

13376

Respectfully,

13377

13378

Defendants' Exhibit 240.*G. No. 771.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 11th, 1910.

To the Parties:

13379

Payments with Russian East Asiatic S. S. Co.

According to Form 35, No. 2 I beg the Russian
 East Asiatic S. S. Co. to make the following payments
 for February direct to the respective Lines:

To Continental Lines	£ 117.—.—
" Allan Line	3.—.—
" Anchor Line	7.—.—
" American Line	14.—.—
" Dominion Line	7.—.—
" White Star Line	20.—.—
" Cunard Line	27.—.—
" Canadian Pacific Rly. Co. ...	1.—.—

13380

 £ 196.—.—

Respectfully,

Defendants' Exhibit 241.

13381

G. No. 772.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, March 11th, 1910.

To the Parties:

Blue Star Line. (G. No. 767)

13382

The White Star Line send me the annexed translated copy of a newspaper cutting received from their Bordeaux agent.

I think further news of what has been going on, *in the past* with this concern will not be of much interest to the Parties, but of course the development of the Line *in the future* will require attention.

Respectfully,

13383

13384

Defendants' Exhibit 241

THE AMERICANS' EUROPEAN TOUR.

Bordeaux, March 2nd.

(By Telegram from our special correspondent.)

13385

The noise made by the American newspapers in connection with the bankruptcy of a travel agency has spread as far as this place. It is known that many Americans had placed money with this agency in the hope of being able to perform the famous "European Tour" which is the dream of every citizen of the United States. At the last moment the organizers of this agency failed to keep their obligations.

13386

I have been able to interview at this place, M. Louis Duverrier whom the newspapers accuse in connection with the matter and who they say absconded with the money entrusted to him. "I am so far from being deserving of suspicion" he said to me, "that I have myself been duped in this regrettable affair. I have just seen the Chief of the service of Public Security and the American Consul of Bordeaux and had no difficulty in proving my integrity. The seizure which has been spoken of was effected at my own order on account of the disappearance of my authorized agent. This latter person has, in fact, misappropriated a total sum of about Frs. 20,000, but this money has been guaranteed by me who am not in flight and who will keep my obligations."

M. Louis Duverrier is in fact occupied at the present moment in loading a vessel which is in the Bordeaux roads and if he seems annoyed by the unfortunate affair, he is not at all uneasy.

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 14 Mar. 1910 Ansd.

Defendants' Exhibit 241a.

13387

G. No. 773.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 12th, 1910.

To the Parties:

North West Transport Line. (G. No. 769)

13388

The Holland America Line have informed me that they appointed the N. D. Lloyd steamer "Darmstadt" 19th inst. opposing steamer to the "Campania" which had been advertised to sail on said date. The rate for her has been stipulated by the Holland America Line at \$27.—less \$2.—Commission against a rate of \$28.—less \$3.—advertised for the "Campania."

In pursuance to the P. S. in G. No. 769 the Holland America Line telegraph that the "Uranium" had left New York on the 8th inst. with 300 steeragers instead of 125 as the first report stated.

The following is a list of eastbound departures made up in accordance with the itineraries so far at hand, which will be completed, as soon as the sailing lists also of the Red Star Line, Russian American Line, White Star & American Lines, Cunard & Anchor Line are received.

13399

March 19th	President Grant, Darmstadt
" 22nd	Ryndam, Kronprinzessin Cecilie
" 23rd	Birma
" 26th	Amerika
" 29th	Potsdam
" 31st	George Washington

13390

Defendants' Exhibit 241a

April	2nd	Pretoria
"	5th	Nieuw Amsterdam, Kronprinzessin Cecilie
"	9th	Graf Waldersee
"	12th	Noordam
"	14th	Rhein
"	16th	Kaiserin Auguste Victoria
"	19th	Rotterdam, Kaiser Wilhelm der Grosse
"	21st	Blücher, Prinz Friedrich Wilhelm
"	23rd	President Lincoln
"	26th	Ryndam, Kronprinzessin Cecilie
13391	"	28th Cincinnati, Zieten
"	30th	Amerika.

I suppose Lines sailings from other ports but New
York cannot be considered for this kind of business.

Respectfully,

13392

Defendants' Exhibit 242.

13393

G. No. 774.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 12th, 1910

To the Parties:

Lloyd's Phila--Balto. service. (G. 768)

13394

On this subject write the Hamburg American Line:

"We beg to refer to circular-letter G. 768. It is true that, in the first instance, we had misunderstood the Norddeutscher Lloyd, but concerning the intention as set forth in circular-letter G 768 we have also misgivings; on the one hand for order's sake, and, on the other, because we fear an unfavorable effect on the formation of rates. If the Lloyd were to have the right to quote equal rates to New York, Baltimore, Boston and Philadelphia, the other Lines would also soon claim the same privilege. The proceeding of other Lines mentioned by the Lloyd we have always regretted as an unnecessary sacrifice of earnings and we were under the impression that it no longer existed nowadays. If a Baltimore steamer, on the passenger's reaching the port of embarkation, should be full, the passengers, instead of waiting until the next sailing, would rather pay in addition the small difference in rates, but, when a passenger is already on board, he holds his contract and, according to the law, must be

13395

13396

Defendants' Exhibit 242

forwarded in conformity with the tenor of that contract. To Lloyd's proposed expedient to fix the Philadelphia rate at Marks 146, we should have no objection to make."

I further received the following telegram from the Holland America Line:

13397

"G. 768. We suppose that whenever Lloyd steamers called at Newyork on way to Baltimore landing passengers partly at Newyork and partly at Baltimore which frequently ocured Lloyd charged Newyork railtariff to those landing at Newyork and Baltimore railtariff to those landing at Baltimore according to Lloyd's obligations under agreement Philadelphia now taking place of New York we fail to see how this alters Lloyd's situation."

Respectfully,

13398

Defendants' Exhibit 243.

13399

G. No. 775.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 14th, 1910.

To the Parties:

Mitrovitz & Bonuschevatz, Belgrade (G. No. 758.)

13400

With reference to the above firm which works for the North West Transport Line the White Star Line write as follows:

"..... we have communicated with our Continental agents and they disclaim any connection with the firm named above, with the exception, however, of our Basle agent who writes us as follows:

" 'In reply to your favour of the 3rd March we are surprised to hear that Messrs. Mitrovitz & Bonuschevatz, Belgrade, are booking passengers for the North West Transport Line. We are immediately writing to them and hope they will discontinue such bookings.' "

13401

I beg to request the parties who have not yet replied to G. 758 to do so now, or if they have no connection with the firm of Mitrovitz & Bonuschevatz kindly to say so.

Respectfully,

13402

Defendants' Exhibit 244.*G. No. 776.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 14th, 1910.

To the Parties:

13408

North West Transport Line. (G. No. 773.)

The exact number of the total of steeragers forwarded by S. S. "Campania" on February 20th from Rotterdam to Canada and the U. S. A. is 1296 against 1284 reported in G. No. 746.

The steeragers were composed as follows:

		<i>for U. S. A.</i>	<i>for Canada</i>	<i>Total</i>
	From Russia	688	73	761
	" Austria	220	137	357
	" Hungary	78	—	78
	" Turkey	8	49	57
	" Bulgaria	23	1	24
13404	" Italy	6	4	10
	" England	—	5	5
	" Armenia	—	2	2
	" Servia	2	—	2
		<hr/>	<hr/>	<hr/>
		1025	271	1296

Defendants' Exhibit 245.

13405

G. No. 777.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 15th, 1910.

To the Parties:

North West Transport Line. (G. No. 776)

13406

The Hamburg American Line have the following
 cable from New York:

" 'Campania' hence March twelfth, about one
 hundred ninety steerage net rate about twenty
 two dollars 'Adriatic' March twelfth two hun-
 dred sixty Continental steerage of which two
 hundred at twenty-seven less two, balance
 thirty-five less two, twenty-seven rate only ef-
 fective one day."

The parties are aware that according to G. 773 the
 "Campania" originally was appointed to leave New
 York a week later on the 19th inst.

13407

"Voluturno" left Rotterdam yesterday night with 27
 passengers in cabin and 1007 steerage of which 412
 for Halifax.

Respectfully,

13408

Petitioner's Exhibit 1537.*G. No. 778.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 16th, 1910.

To the Parties:

13409

Allan Line New Foundland passengers. (G. No. 762.)

From Mr. Wilding I received copy of the following
 letters:

Henry Wilding Esq., 25, Bothwell Street,
 The Moorings, Glasgow 8th March 1910.
 Bassett, Southampton.

Dear Sir,

Newfoundland Passengers.

13410

With regard to your letter of the 4th instant, we are somewhat surprised and disappointed that, considering we traversed each point in your award of 17th January last, you should not have dealt specifically with our arguments, but should have simply reaffirmed your award. As your decision seems to us to strike at the whole basis of the Agreement, and would apparently permit an arbiter to drive a coach and four through the Agreement, inasmuch as in effect you declare your right to deal with passengers to and from a place which cannot by any possibility be shown to be covered by the terms of the Agreement, we venture to suggest the desirability, before formally reaffirming your award, that you should take Counsel's opinion

Petitioner's Exhibit 1537

13411

as to whether or not it is *intra vires* under the Agreement for you to deal with the question of Newfoundland passengers.

Yours truly,
ALLAN BROS & CO. U. K. LIMITED
(Signed) per I. Smith Park,
Director."

March 11th, 1910.

Dear Sirs:

I am favored with yours of the 8th inst. and regret you are disappointed with mine of the 4th inst.

13412

All I had to do was to decide whether or not satisfactory cause had been shown to justify my re-opening and re-considering the Award and having decided in the negative there was no reason for a long communication and as far as I am concerned, the matter is now at an end.

Any further communication on the subject should, I think, be addressed to the Secretary of the Conference.

Yours faithfully,
signed HY. WILDING.

Messrs. Allan Bros. & Co. U. K. Ltd.
25, Bothwell Street
Glasgow.

13413

Respectfully.

13414

Defendants' Exhibit 246.*G. No. 779.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 17th, 1910.

To the Parties:

13415

*Compensation for passengers carried at fighting rates
 by S.S. "Prinzess Irene" Decbr. 30th, 09, S.S.
 "Kronprinz Wilhelm," Jan. 22nd, 09, "SS. Presi-
 dent Lincoln," Jan. 29th, 09, "President Grant,"
 Feb'y 5, 09. (G. 734)*

I received the following bills for passengers carried
 at fighting rates of

1) Norddeutscher Lloyd:

SS. "Kronprinz Wilhelm," 22/1 off Newyork.
 8/1 passengers

at fighting rate	\$22.—
regular rate	\$40.—

13416

Compensations rate	\$ 8.—	\$ 64.
--------------------	--------	--------

Transferred from SS. "Lapland" (Fighting
 Steamer against SS. "Uranium.")

Regarding these 8 passengers the Nordd. Lloyd
 inform me that they were forwarded by the "Kron-
 prinz Wilhelm" upon request of the Small Committee,
 as they had missed the opposition steamer "Lapland."
 The latter steamer had been appointed fighting
 steamer against the "Uranium" as per G. No. 714.

The Norddeutscher Lloyd further send bill for:

Defendants' Exhibit 246

13417

"Prinzess Irene," 30/12.09 from Newyork:
 266/1, 15/2, 4/0 passengers
 at fighting rate \$24.—
 regular rate \$33.—
 273½ Compensations rate \$ 6.— \$1641.—

The "Prinzess Irene" had been appointed fighting steamer against the "Voluturno" January 1st in accordance with G. 695.

The total amount claimed by the Norddeutscher Lloyd in therefore \$1705.—

2) The Hamburg American Line send bills for: 13418

passengers carried at fighting rate by S.S. "President Lincoln," January 29th 1910 from New York. (G. 716)
 412/1, 26/2, 10/0 passengers,
 fighting rate \$22.—
 regular rate \$35.—
 compensation rate \$ 8.—
 Total: 425/1 @ \$8.—\$3400.—

and passengers carried at fighting rates by S.S. "President Grant," February 5th 1910 from New York. (G. 724)

563/1, 39/2, 22/0 passengers, 13419
 fighting rate \$22.—
 regular rate \$35.—
 compensation rate \$ 8.—
 Total: 582½ × \$8.—\$4660.—

Total: \$8060.—

13420

Defendants' Exhibit 246

The amounts liquidated are to be divided as follows:

Debitors:		Creditors:	
		Norddeutscher Lloyd	Hamburg American Line
Anchor Line	3.74%	\$ 63.77	\$ 301.45
Cunard Line	14.37%	245.01	1158.22
Hapag	11.97%	204.09	964.78
Nasm	5.80%	98.89	467.48
Lloyd	17.64%	300.76	1421.78
13421 Red Star Line	8.14%	138.79	656.08
White Star Line	14.73%	251.15	1187.24
American Line	8.29%	141.34	668.17
Dominion Line	1.44%	24.55	116.06
Canpac	4.26%	72.63	343.37
Transat	4.87%	83.03	392.52
Austro	1.82%	31.03	146.69
Rusamerika	2.93%	49.96	236.16
		<hr/>	<hr/>
	100.00	\$1705.—	\$8060.—
		<hr/>	<hr/>

13422 The bills of the Norddeutscher Lloyd are still subject to verification, whilst those of the Hamburg American Line have been audited.

Will the Lines please pay the above amounts to the creditors as above.

Respectfully,

Defendants' Exhibit 247.

13423

G. No. 780.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 17th, 1910.

To the Parties:

North West Transport Line.

In pursuance to G. No. 773 I hereafter beg to give
 the completed list of eastbound departures from New-
 york.

13424

March 19th	President Grant, Darmstadt St. Louis, Baltic, California, Zeeland.
22nd	Ryndam, Kronprinzessin Cecilie,
23rd	Birma, Mauretania
26th	Amerika, Oceanic, Cedric, Furnessia, Lapland
29th	Potsdam
30th	Lusitania
31st	George Washington
April 2nd	Pretoria, Philadelphia, Laurentic, Columbia, Kroonland
5th	Nieuw Amsterdam, Kaiser Wilhelm II.
6th	Lituania, Campania
9th	Graf Waldersee, Adriatic, Caledonia, Finland
12th	Noordam
13th	Mauretania
14th	Rhein
16th	Kaiserin Aug. Victoria, Baltic, Caronia, St. Louis, California, Vaderland
19th	Rotterdam, Kaiser Wilhelm der Grosse
20th	Russia, Lusitania, Oceanic
21st	Blucher, Prinz Friedrich Wilhelm
23rd	Pres. Lincoln, Celtic, Furnessia, Lap- land

13425

13426

Petitioner's Exhibit 1538

April 26th Ryndam, Kronprinzessin Cecilie
 27th Campania, Majestic
 29th Cincinnati, Zieten
 30th Amerika, Cedric, Columbia, Kroonland.

Respectfully,

Petitioner's Exhibit 1538.

G. No. 781.

13427

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 18th, 1910.

To the Parties:

North West Transport Line. (G. No. 780)

13428

The "Sicilian Prince" is appointed to leave New-york tomorrow. The Holland-America Line selected the S.S. "Darmstadt" of the Norddeutscher Lloyd opposition steamer, which is to leave the same date; the competing rate is \$27 less \$2 commission, as at first fixed according to G. No. 773 against the "Campania."

Respectfully,

Defendants' Exhibit 248.

13429

G. No. 782.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, March 21st, 1910.

To the Parties:

Mitrovitz & Bonuschevatz, Belgrad. (G. No. 775)

13430

Cunard Line write:

"Referring to your letter G. 758 of the 1st instant on the above, we are informed that the firm in question have established a branch office in Belgrade under the name 'Milan Anastasievitch,' which works for the North West Transport Line.

"We have no connection with either of the firms, and our agents have been instructed to abstain from any business connection whatever with them."

No further communication have been received in
reply to G. No. 775. 13431

Respectfully,

13432

Defendants' Exhibit 249.*G. No. 783.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 21st, 1910.

To the Parties:

13433

Steerage Rates of competing Lines.

Lloyd received from Brody on 17th instant a telegram saying that the North West Transport Line have advanced their rate by 45 Kronen and that the Russian Transport Co. (Thomson Line) offer Rotterdam Boston New York at Kronen 114 inclusive head tax & board and lodging.

The North West Transport Co's advance is evidently caused by their being overstocked for the moment.

Respectfully,

13434

Defendants' Exhibit 250.

13435

G. No. 784.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 21st, 1910.

To the Parties:

Equivalences of cabin rates.

I beg to submit the following letter of Lloyd:

"Enclosed please find copy of correspondence relating to the difference in the cabin rates in America and on this side as resulting from the fact that the equivalences established by Art. 9 Agreement V and Art. 6 Agreement W do not exactly correspond with the current rates of exchange.

13436

"The above is not the first complaint of this nature; similar claims have reached us from time to time and we suppose that other Companies will have had the same experience. In order to avoid such complaints in future, and also with a view of increasing the revenues of the Lines, we would suggest that the above articles be revised so as to make the equivalences correspond as nearly as possible with the prevailing rates of exchange, and to accordingly alter the European Tariffs. Fractions of Marks, Shillings, Francs, etc., to be of course levelled up as usual.

13437

"Please communicate the above to the other Lines."

The correspondence referred to above is annexed.
 I await the replies of the Lines.

Respectfully,

H. PETERS.

13438

*Defendants' Exhibit 250**Annex to G. 784—21/3.10.*

New York, February 4th 1910.

Dear Sirs:

Herewith I would ask you the favour to let me know at your earliest convenience which price you would have to pay for Cabins No. 122, 121 & 264 A for a servant on board the S.S. "George Washington" 2/8.

I reserved these Cabins here:

13439

No. 121 for Mrs. X and 2 children under 10

No. 122 A for myself

No. 264 A for our governess

on board the S.S. George Washington sailing from Bremen August 2nd, and have to pay \$275.—, 137.50, 75.— respectively or in all \$487.50. As far as I know the N. D. L. calculates the Dollar at Marks 4.—, whereas I can get Mks, 4.17 or more, which means a difference in my favour of Mks. 83.— and which I should like to save. Should you find my statement to be correct, will you kindly reserve above cabins for me.

Thanking you for your immediate reply etc.

13440

Defendants' Exhibit 250

13441

Annex to G. 784—21/3.10.

Bremen, February 16th 1910

Dear Sirs:

We are in receipt of your favor of the 4th inst. the contents of which had our best attention.

As per information received from the N. D. L., here, Messrs. Oelrichs & Co. already reserved the Cabins in question definitely for you and the desired arrangement can only be made, if you request Messrs. O. & C. to cancel the reservation and to instruct the N. D. L., Bremen, that they should now hold the said Cabins at our disposal.

13442

Please be good enough to advise us when you have arranged this with Messrs. O. & C., so that we may then reserve the Cabins here, thus saving about Mks. 83.— for you.

It is necessary for us to make a deposit of Mks. 300.— to the Lloyd, when reserving the Cabins.

New York, March 1st, 1910.

Dear Sirs:

In answer to your favour of the 16th ult. for which I beg to thank you, I at once communicated with the N. D. L. Office, here but they refused absolutely to transfer my reservation to you. They say that I would loose my reservation if I did not pay for it here before my departure. I shall therefore engage the Cabins here, and thank you very much for the trouble you have taken in the matter.

13443

As the N. D. L. is very unreasonably and does not meet my wishes in any way, I shall in future direct my shipments via Hamburg.

13444

Defendants' Exhibit 251.

G. No. 785.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, March 22nd, 1910.

To the Parties:

13445

North West Transport Line. (G. No. 781)

The "Sicilian Prince" left New York on the 19th instant with 100 steeragers.

Respectfully,

13446

Defendants' Exhibit 252.

13447

G. No. 786.

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, March 23rd, 1910.

To the Parties:

North West Transport Line. (G. No. 785)

The steeragers of S.S. "Vultorno" which left Rotterdam on March 14th were composed as follows: 13449

	for U. S. A.	For Canada	Total
From Russia	518	109	627
" Austria	173	127	300
" Hungary	54	2	56
" Turkey	25	29	54
" Italy	—	13	13
" France	—	10	10
" Germany	3	—	3
" Servia	2	—	2
" Belgium	1	—	1
	<hr/> 776	<hr/> 290	<hr/> 1066

13449

Hapag received following cable:

"Sicilian Prince hence March nineteenth sixty-five steeragers netrate about twenty dollars, Darmstadt March nineteenth three hundred—thirty-five rate twenty-seven less two."

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 26 Mar. 1910. Ansd.

13450

Defendants' Exhibit 253.*G. No. 787.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 24th, 1910.

To the Parties:

Lloyd's Phila-Balto service (G. 774)

In pursuance to G. 774 I beg to promulgate the
 following telegram of the Anchor Line of 14th:

13451

"Your 768 we agree withdraw objection
 view explanations given."

on the same day I wired Mr. Smyth:

"Referring to G. 774 and previous circular
 letters on the same matter Lloyd wants to have
 established whether the British Lines maintain
 their protest and if yes on the ground of which
 paragraph."

in reply to which the following has been received
 of the date of 21st inst.

13452

"In reply to your telegram of the 14th in-
 stant herein, I have received the replies of all
 the British Lines with the exception of the
 Anchor, Glasgow, as follows:

"*I. M. M. Lines.*—Are willing to leave the
 matter as defined in the American Line let-
 ter embodied in your G. 756. *The Allan Line*
 reply that "if the Lloyds booking of passengers
 to Baltimore via Philadelphia is confined ab-
 solutely to the exceptions as described by them
 in your G. 768 they have no objection to their
 adoption of the course they suggest."

Petitioner's Exhibit 1539

13453

"The Canadian Pacific and Cunard are willing to fall in with the views of the other Lines on this point. If necessary to do so, the B. L. will not object to this matter being put on your next agenda."

It now rests with the Hamburg American Line and Holland America Line to say whether they see their way to withdraw their objections.

Respectfully,

Petitioner's Exhibit 1539.

13454

G. No. 788.

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, March 26th, 1910.

To the Parties:

Thomson Line. (G. 755)

The Hamburg Amerika Linie received following cable from New York:

13455

"Thomson Line advertises prepaid steerage rates to Portland Maine and Quebec from Rotterdam twenty and a half Antwerp twenty-one London twenty-five Libau thirty-two outward from Portland to London twenty Amsterdam twenty-two and a half Hamburg Bremen twenty-four first sailing from London steamer Cairnrona April second from Portland April twenty-third."

Respectfully,

13456

Defendants' Exhibit 254.

G. No. 789.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, March 26th, 1910.

To the Parties:

13457

Mitrovitz & Bonuschevatz. (G. No. 782)

With the exception stated in G. No. 775 no further
Lines have connections with the above firm.

Respectfully,

13458

Petitioner's Exhibit 1540.

13459

G. No. 790.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 26th, 1910.

To the Parties:

North West Transport Line. (G. No. 786)

13460

The Holland American Line write:

"Please note that we have appointed ss. 'Laurentic' sailing April 2nd from New-York as opposition steamer against ss. 'Voturno' scheduled to sail April 2nd from New-York.

"We have asked the White Star Line to instruct their New-York office to fix the rate at \$27 less \$2 commission."

Respectfully,

P. S. S.S. "Campania" of the N. W. T. L. which sailed from New York March 12th arrived at Rotterdam 25th instant with 13 cabin passengers and 185 steeragers of which 40 deported passengers.

13461

13462

Defendants' Exhibit 255.*G. No. 791.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, March 26th, 1910.

To the Parties:

Canadian Northern Steam Ship Company.

13463 The White Star Line send me the following advertisement taken from the London "Times" of Monday last, which might be of interest to the Lines:

Canadian
 Northern
 Steam-Ship Company

"ROYAL LINE"

Triple Screw Turbine Steamers
 Bristol to Canada

New Service.

New Route.

Fastest Passage.

13464

ROYAL EDWARD	Thursday May 12,
ROYAL GEORGE	" May 26.

Magnificently appointed
 Spendid accommodation.

For full information write to
 Canadian Northern Railway Company at London,
 Bristol, Liverpool, Birmingham.

Respectfully,

Defendants' Exhibit 256.

13465

G. No. 792.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address;
 "Secretair," Jena.

Jena, March 29th, 1910.

To the Parties:

Russian Transport Co. Rotterdam.

13466

The Russian American Line send me a letter of the above Co. to one of their agents of which I attach the translation.

Rusamerica write that one of the partners in the firm, Leiser M. Kahan is known to them as an agent of the (? British) Conference Lines. His address is 106 Commercial Road London. Mr. Kahan was formerly employed by Knie Falck & Co. to organize their Russian business for the Volunteer Fleet.

Respectfully,

13467

13463

*Defendants' Exhibit 256**Annex to G. 792. 29/3.10.*

RUSSIAN TRANSPORT CO.,
L. M. KAHAN GROSS & CO.

Rotterdam 9 March, 1910.
Nieuwehaven 72a.

Dear Sir:

13469 We know that you send large numbers of passengers to the United States of Northamerica and Canada and therefore beg to propose that henceforth you forward your passengers by our Company.

From the enclosed list you will see that our rates are considerably lower than those of all the other Lines, and we beg to mention that we have very large and well equipped steamers at our disposal.

The passengers must at all events take the route Vienna-Basle-Rotterdam and need not go via Germany.

Hoping to get many passengers from you we etc.
sign. KAHAN, GROSS & CO.

13470 In the list mentioned there are quoted, amongst others, the following rates:

Off Rotterdam inclusive free board & lodging and head tax to

London	7	Roubles	
Portland	38	"	for Canada Passengers
"	45	"	" U. S. "
New York	47	"	

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 31 Mar. 1910. Ansd.

Defendants' Exhibit 257.

13471

G. No. 793.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, March 30th, 1910.

To the Parties:

Next Meeting.

13472

I hereby beg to confirm what the Lines are already informed of by wire, that the next meeting will be held at Paris on May 5th. Particulars later. For the present I beg to ask the Lines to inform me of any subjects which they want to have put on the agenda.

Respectfully,

13473

13474

Defendants' Exhibit 258.*G. No. 794.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, March 31st, 1910.

To the Parties:

Statistics.

13475

Enclosed I beg to hand some statistical tables which have been worked out on the basis of the pool statistics furnished by the Lines in 1908/9 and of which one or the other may be of interest to the Lines.

Respectfully,

13476

Defendants' Exhibit 258

Table I/VI.

Table I showing actual westbound steerage carryings under Agreement A. A. & Z by British Lines and Continental Lines and the percentage:

1908	B. L.	C. L.	Total	% B. L.
March	10809	8625	19434	55.62
April	15076	6939	22015	68.48
May	11934	10832	22766	52.42
June	8276	7521	15797	52.39
July	7869	8261	16130	48.78
August	10944	11288	22232	49.23
September	14698	12783	27481	53.48
October	11065	14570	25635	43.16
November	6232	15265	21497	28.99
December	5250	18791	24041	21.84
March/December	102153	114875	217028	47.07
1909.				
January	6342	24090	30432	20.84
February	8455	29199	37654	22.45
March	17173	39707	56880	30.19
April	21264	18980	40244	52.84
May	18865	32869	51734	36.46
June	14335	21359	35694	40.16
July	11836	19693	31529	37.54
August	14004	17613	31617	44.29
September	20653	17255	37908	54.48
October	18293	22758	41051	44.56
November	13518	24808	38326	35.27
December	8678	22784	31462	27.57
January/December	173416	291115	464531	37.33

13480

Defendants' Exhibit 258

Table II showing the number of Continental steeragers and other steeragers carried by all Lines under Agreements A. A. & Z.

	1908	Continentals	Others	Total	[%] Continental
	March	11625	7809	19434	59.82
	April	9843	12172	22015	44.71
	May	13112	9654	22766	57.59
	June	9626	6171	15797	60.94
	July	10114	6016	16130	62.70
13481	August	13045	9187	22232	58.68
	September	14827	12654	27481	53.95
	October	16486	9149	25635	64.31
	November	16985	4512	21497	79.01
	December	20449	3592	24041	85.06
	March/December	136112	80916	217028	62.72
	1909				
	January	26207	4225	30432	86.12
	February	31571	6083	37654	83.85
	March	45297	11583	56880	79.64
	April	22651	17593	40244	56.28
	May	38457	13277	51734	74.34
	June	26521	9173	35694	74.30
	July	23349	8180	31529	74.06
13482	August	20721	10896	31617	65.54
	September	21670	16238	37908	57.16
	October	29398	11653	41051	71.61
	November	31882	6444	38326	83.19
	December	27731	3731	31462	88.14
	January/December	345455	119076	464531	74.37

Defendants' Exhibit 258

Table III showing number of westbound steeragers pooled under Agreements A. A. and Z, and of steeragers not pooled.

1908	Pooled	Not pooled	Total	% Not pooled
March	19434	5737	25171	22.79
April	22015	7086	29101	24.35
May	22766	6783	29549	22.96
June	15797	3853	19650	19.61
July	16130	3360	19490	17.24
August	22232	3040	25272	12.03
September	27481	3251	30732	10.58
October	25635	2751	28386	9.69
November	21497	1392	22889	6.08
December	24041	1273	25314	5.03
March/December	217028	38526	255554	15.08
1909				
January	30432	1755	32187	5.45
February	37654	2540	40194	6.32
March	56880	6776	63656	10.64
April	40244	8173	48417	16.88
May	51734	7807	59541	13.11
June	35694	4937	40631	12.15
July	31529	5744	37273	15.41
August	31617	4198	35815	11.72
September	37908	4306	42214	10.20
October	41051	4258	45309	9.40
November	38326	2619	40945	6.40
December	31462	2069	33531	6.17
Januarä/December	464531	55182	519713	10.62

13486

Defendants' Exhibit 258

Table IV showing number of non-continental steeragers pooled and not pooled.

	1908	Pooled	Not pooled	Total	% Not pooled
	March	7809	5737	13546	42.35
	April	12172	7086	19258	36.80
	May	9654	6783	16437	41.27
	June	6171	3853	10024	38.44
	July	6016	3360	9376	35.84
	August	9187	3040	12227	24.86
	September	12654	3251	15905	20.44
13487	October	9149	2751	11900	23.12
	November	4512	1392	5904	23.58
	December	3592	1273	4865	26.17
	March/December	80916	38526	119442	32.25
	1909				
	January	4225	1755	5980	29.35
	February	6083	2540	8623	29.46
	March	11583	6776	18359	36.91
	April	17593	8173	25766	31.72
	May	13277	7807	21084	37.03
	June	9173	4937	14110	34.99
	July	8180	5744	13924	41.25
	August	10896	4198	15094	27.81
13488	September	16238	4306	20544	20.96
	October	11653	4258	15911	26.76
	November	6444	2619	9063	28.90
	December	3731	2069	5800	35.67
	January/December	119076	55182	174258	31.67

Defendants' Exhibit 258

13489

Table V showing carryings of Continental west-bound steeragers by Continental and British Lines.

1908	C. L.	B. L.	Total	%
				B. L.
March	8625	3000	11625	25.81
April	6939	2904	9843	29.50
May	10832	2280	13112	17.39
June	7521	2105	9626	21.87
July	8261	1853	10114	18.32
August	11288	1757	13045	13.47
September	12783	2044	14827	13.79
October	14570	1916	16486	11.62
November	15265	1720	16985	10.13
December	18791	1658	20449	8.11
March/December	114875	21237	136112	15.60
1909				
January	24090	2117	26207	8.08
February	29199	2372	31571	7.51
March	39709	5590	45297	12.34
April	18980	3671	22651	16.21
May	32869	5588	38457	14.52
June	21359	5162	26521	19.46
July	19693	3656	23349	15.66
August	17613	3108	20721	15.00
September	17255	4415	21670	20.37
October	22758	6640	29398	22.59
November	24808	7074	31882	22.19
December	22784	4947	27731	17.84
January/December	291115	54340	345455	15.73

13490

13491

Defendants' Exhibit 258

Table VI showing how many of the carryings of the British Lines under Agreements A. A. & Z were Continentals & Non-Continental.

	1908	Continental	Non-Continental	Total	% Continental
March		3000	7809	10809	27.75
April		2904	12172	15076	19.26
May		2280	9654	11934	19.11
June		2105	6171	8276	25.43
July		1853	6016	7869	23.55
August		1757	9187	10944	16.05
13493 September		2044	12654	14698	13.91
October		1916	9149	11065	17.34
November		1720	4512	6232	27.60
December		1658	3592	5250	31.58
March/December		21237	80916	102153	20.79
1909					
January		2117	4225	6342	33.38
February		2372	6083	8455	28.05
March		5590	11583	17173	32.55
April		3671	17593	21264	17.26
May		5588	13277	18865	29.62
June		5162	9173	14335	36.01
July		3656	8180	11836	30.89
13494 August		3108	10896	14004	22.19
September		4415	16238	20653	21.38
October		6640	11653	18293	36.30
November		7074	6444	13518	52.33
December		4947	3731	8678	57.04
January/December		54340	119076	173416	31.34

Defendants' Exhibit 259.

13495

G. No. 795.

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, April 5th, 1910.

To the Parties:

Lloyd's Phila.-Balto. service. (G. No. 787.)

In pursuance to G. 787 I beg to communicate that the Hamburg-American Line and Holland-America Line have waived their objections against request of the Nordd. Lloyd as contained in G. No. 729.

13496

It will be proper to take a record of it in the minutes of the next meeting and I propose the following wording:

"When the Nordd. German Lloyd by their sailings to Baltimore via Philadelphia have booked passengers to Baltimore or to the interior of the U. S. via Baltimore and such passengers of which it was not known, when they were booked, whether they would go to Baltimore by direct steamer or by steamer via Philadelphia, are landed at Philadelphia for the convenience of the North German Lloyd and not at the passengers' request,

13497

"Then the North German Lloyd shall be at liberty to either forward such passengers from Philadelphia to Baltimore at the Company's expense, or to forward them from Philadelphia to the point of destination in the interior without collecting the difference between the R. R. fare from Philadelphia & from Baltimore.

"This liberty is withdrawn when any Line notifies that they withdraw their consent."

May I ask the parties, whether they agree to the above wording?

Respectfully,

H. PETERS.

13498

Petitioner's Exhibit 1541.*G. No. 796.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 4th, 1910.

To the Parties:

G. Schyns, Antwerp.

13499

I received the following letter from the Holland-
 America Line:

"We beg to enclose a photograph (being a reproduction of the original telegram) which shows that the firm of G. Schyns at Antwerp is in connection with the firm of Kahan, Gross & Co. of Rotterdam (Russian Transport Company) for the transportation of passengers by the Thompson Line.

"We therefore propose that the firm of G. Schyns be disqualified by the Lines."

The following is a copy of the photograph:

13500

"Kahan and Gross Co. Nieuwehaver 72 A

Rotterdam

Anvers 4383. 22, 24, 10/37.

"Reservirt 120 Plätze Cairnrona. Sendet Policekarten. Telegraphirt sofort wenn Passagiere von Antwerpen fahren sollen. Schyns."

The photograph I hold at the disposal for perusal of the British Lines who may wish to see it.

Byelaw 20 applies.

Respectfully.

Petitioner's Exhibit 1542.

13501

G. No. 797.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, April 4th, 1910.

To the Parties:

North West Transport Line. (G. No. 790)

13502

The Holland America Line write:

"Please note that we have appointed in opposition to S. S. 'Volturno,' originally scheduled to sail on the 2nd of April, but according to a cable received today from New York postponed until April 9th, S. S. 'Adriatic' sailing April 9th from New York. We have asked the White Star Line to instruct their New York office to fix the rate at \$27 less \$2 commission."

Respectfully,

13503

Petitioner's Exhibit 1543.

13504

G. No. 798.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, April 5th, 1910.

To the Parties:

North West Transport Line. (G. No. 797.)

13505

Hapag received following cable from New York:

"Laurentic hence April second six hundred
fourty two Continentals also transferred four
hundred six to Kroonland and twenty five to
Philadelphia rate twenty seven less two. Vol-
turno—sailing postponed till April ninth from
April second net rate about twenty dollars."

Respectfully,

13506

Defendants' Exhibit 260.

13507

G. No. 799.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, April 6th, 1910.

To the Parties:

British Naval passengers.

13508

I received the following letter from the Canadian Pacific Ry. Co.:

"By the S. S. 'Empress of Ireland' which left St. John on February 25th there was 72 third class British Naval passengers, also 15 by the 'Empress of Britain' from St. John on March 11th.

"These passengers, as you are probably aware, must of necessity go through a Canadian port, and could not therefore be carried by any Line sailing from American ports. On that account, therefore, we consider they should be exempt from the Pool.

13509

"Kindly put this matter before the other Lines and let me know if they agree to our excluding the numbers mentioned from our Pool Return."

I do not know on which grounds the Canadian Pacific Ry. Co. think that these passengers might be excluded from the Pool Returns and await the reply of the Lines.

Respectfully,

13510

Petitioner's Exhibit 1544.*G. No. 800.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 6th, 1910.

To the Parties:

13511

North West Transport Line. (G. No. 798)

The "Campania" left Rotterdam April 5th with 1995 steeragers, of which 850 for Halifax, and 51 cabin passengers.

The "Campania" formerly chartered from the Navigazione Generale Italiana has now been sold probably to the N. W. T. L.

The "Sicilian Prince" which left New York on March 19th debarked March 31st at Hoek van Holland on a tender 110 steeragers including 19 deported passengers.

Respectfully,

13512

Defendants' Exhibit 261.*G. No. 801.*

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, April 7th, 1910.

To the Parties:

Thomson Line. (G. No. 788)

Annexed I give a copy of circulars issued by the Thomson Line which contain the rates reported in G. No. 788.

Respectfully,

Annex to G. 801, 7/4.10.

Minneapolis, Minn. March 10, 1910.

Circular No. 1.

THOMSON LINE

(The Cairn Line of Steamships Limited)

New direct London Passenger Service.

Very Low Prepaid Rates
Third Class

From Rotterdam	to	Portland, Me., and	Quebec	\$ 20.50
" Antwerp	"	" " "	"	\$ 21.00
" London	"	" " "	"	\$ 25.00
" Libau	"	" " "	"	\$ 32.00

Children: 1 to 12 years, Half Fare, Infants: Under 1 year \$2.00. U. S. Head Tax, \$4.00. No Head Tax in Canada (For Canadian Immigrant), Special Westbound Railroad Fares in connection with above Ocean Rates.

18516

Defendants' Exhibit 261

To Chicago	\$13.50	To Winnipeg	\$18.00	To Detroit	\$10.50	To Kansas City	\$23.25
" Minneapolis	21.50	" Regina	21.50	" Cleveland	10.50	" Omaha	23.50
" St. Paul	21.50	" Edmonton	28.35	" St. Louis	12.65	" Denver	36.10
" Duluth	21.50	" Vancouver	39.25	" Milwaukee	15.20	" Seattle	52.00

Children 1 to 5 years Free; 5 to 12 years Half Fare. Low rates to all points in U. S. and Canada.

European Inland Railroad Fares to Rotterdam.

13517	Agram	\$ 8.40	Fiume	\$ 8.40	Krakau	\$ 5.95	Prag	\$ 4.60
	Rasel	4.00	Frankf. a. M.	2.10	Kronstadt	9.20	Rogasen	4.55
	Belgrad	10.40	Graz	7.45	Lailbach	8.50	Schaffhausen	4.80
	Berlin	3.00	Hannover	1.80	Leipzig	3.05	Strassb. i. E.	3.40
	Bozen	7.65	Heidelberg	2.60	Lemberg	7.65	Stuhlweissenbg	8.05
	Brody	8.10	Hermannstadt	9.65	Miskolcz	7.55	Stuttgart	3.50
	Budapest	7.55	Innsbruck	6.55	Münchan	5.30	Tarnow	6.35
	Bukarest	10.35	Inowrazlaw	4.85	Munkacs	8.55	Tarnopol	8.25
	Coln	1.10	Jaslo	6.90	Oderberg	5.60	Temesvar	9.15
	Czernowitz	8.75	Jassy	10.15	Odessa	11.30	Triest	9.35
	Debreczin	9.00	Karlstadt	8.40	Paris	4.30	Trient	8.00
	Dresden	3.65	Kaschau	7.55	Podwoloczyska	8.45	Ungvar	8.35
	Düsseldorf	.95	Klausenburg	9.20	Posen	4.30	Vienna	6.00
	Eperjes	7.55						

Children: On European Railroads, under 4 years, Free; 4 years and under 10, Half Fare; 10 years old, Full Fare.

13518

Sailings

Twin Screw S. S. "CAIRNRONA" 15,200 Tons Displ.

From London to Portland Me.

April 2, 1910

" " " Quebec and Montreal

May 14, 1910

Other sailings will be announced shortly.

To Agents

Use Thomson Line Mediterranean Prepaid Blanks for Continental and British Prepaid Business until our new issue is sent you.

Be sure and mail all prepaid tickets with passenger's complete address to the Minneapolis office.

For all information apply to

H. E. LIDMAN, General Agent (U. S. and Western Canada)
208 South 4th Street, Minneapolis, Minn.

Anne

From

"

"

"

"

"

Berl

Bud

Buc

Colo

Annex to G. 801, 7/4.10.

Minneapolis, Minn. U. S. A. March 11, 1910.

Thomson Line
(The Cairn Line of Steamships Limited)

Special Low Excursion Rates
3rd Class.

From Portland, Me. to London	\$ 20.00
" " " " Liverpool	23.00
" " " " Rotterdam	22.50
" " " " Hamburg	24.00
" " " " Bremen	24.00

13520

Children 1 - 12 years, Half Fare; Under 1 year \$2.00
Commission \$3.00; Children \$1.50; Infants 25 cents.

Special East Bound Rail Fares to Portland, Me.
In Connection with our Ocean Rates.

From Chicago	\$15.00	From Billings	45.25	From Winnipeg	31.50
" Milwaukee	15.00	" Minneapolis	23.00	" Fort William)	31.50
(Via Grand Haven		" St. Paul	23.00	" Port Arthur)	
" St. Louis	18.25	" Duluth	23.00	" Edmonton	54.55
" Kansas City	23.75	" Ashland	23.00		
" Omaha	25.00	" Detroit	12.00	" Vancouver)	62.50
" Denver	37.60	" Cincinnati	13.30	" Victoria)	

13521

Children 1 to 5 years free; 5 to 12 years half fare.

Cheap European Fares from Hamburg.

Berlin	\$ 1.40	Czernowitz	\$ 7.35	Lemberg	6.15	Tarnopol	6.80
Budapest	6.15	Fiume	7.45	Oderberg	3.90	Tarnow	4.80
Bucharest	9.55	Krakau	4.30	Oswiecim	4.00	Triest	7.80
Cologne	2.15	Leipzig	1.80	Podwoloczyska	7.05	Vienna	4.85

Children under 4 years free; 4 to 10 years half fare, 10 years old and over full fare.

13522

Defendants' Exhibit 261

Agents will observe

1. That the Thomson Line with its past reputation is a guarantee that your passengers are assured of good service and treatment.

2. The Thomson Line is an old established shipping concern operating various ocean services between Europe, Canada and U. S. ports for over 50 years. Their intention is to offer the travelling public a first class passenger service, equal in every respect to that of any other first class line.

13523

3. Use Thomson Mediterranean blanks for all outward business booked to above points. The new issue will be sent you shortly.

4. Mail advices and all correspondence to the undersigned until Chicago and Winnipeg offices have been established.

H. E. LIDMAN, General Agent,
208 South 4th Street,
Minneapolis, Minn. U. S. A.

Head Agents
The Robert Neford Company, Limited
Montreal

Branches

13524 Quebec, St. John, Toronto, Portland Me. (Over)

Defendants' Exhibit 262.

13525

G. No. 802.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 7th, 1910.

To the Parties:

Payments to & from the Russian America Line.

13526

In conformity with Form 35, No. 3, I beg to request the parties to make the following payments for March:

Russian America Line to Continental Lines	£	2842.	
Russian America Line to Allan Line	"	17.	
Russian America Line to Anchor Line	"	151.	
Russian America Line to American Line	"	293.	
Russian America Line to Dominion Line	"	209.	
Russian America Line to White Star Line	"	367.	
Russian America Line to Cunard Line	"	612.	
Canadian Pac. Ry. Co. to Russian America Line	"	11.	13527

The Canadian Pacific Ry. Co. will please send their remittance of £ 11 to the Allan Line, the Russian America Line therefore have to remit to the Allan Line only £ 6.

These payments are to be made direct to the respective parties.

Respectfully,

13528

Defendants' Exhibit 263.*G. No. 803.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 7th, 1910.

To the Parties:

Payments for March.

13529

According to Form 30, No. 3, I beg to request the parties to make the following payments for March:

Continental Lines to Cunard Line	£ 4033.
Continental Lines to White Star Line	" 179.
Anchor Line to Allan Line	" 1611.
Anchor Line to White Star Line	" 26.
American Line to Dominion Line	" 3474.
American Line to White Star Line	" 599.
Donaldson Line to White Star Line	" 116.
Donaldson Line to Canadian Pacific Ry. Co.	" 224.

13530

 £10262.

Respectfully,

Defendants' Exhibit 264.

13531

G. No. 804.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, April 8th, 1910.

To the Parties:

Payments to & from the Russian American Line.
(*G. 802*)

13532

Enclosed I beg to send a corrected circular letter
G. No. 802 which the parties will please substitute to
G. No. 802 sent yesterday, in which there is a mistake.
Respectfully,

13533

13534

Defendants' Exhibit 265.

G. 805.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 8th, 1910.

To the Parties:

13535

Lloyd's Phila-Balto service (G. 795).

The Nordd. Lloyd. write:

"With reference to circular G. No. 795 we do not consider it necessary to have the arrangements with regard to our Philadelphia-Baltimore service especially recorded in the Conference Minutes as the official correspondence exchanged on this subject seems to be sufficient for all practical purposes. However, if the other Lines are of different opinion, we will not object and in that case accept the wording proposed by you as a proper record of what has been agreed upon.

13536

Respectfully,

Petitioner's Exhibit 1545.

13537

G. No. 806.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, April 9th, 1910.

To the Parties:

North West Transport Line (G. No. 798)

13538

The Holland America Line write:

"According to a cable, received from New-york the net rate for s.s. 'Voturno,' scheduled to sail on the 9th of April has been reduced to \$22.

"Consequently we have to-day asked the White Star Line to cable to their Newyork office to reduce the rate for s.s. 'Adriatic' April 9th (opposition steamer) to \$24, less \$2 commission, which please note."

Respectfully,

18539

13540

Defendants' Exhibit 266.

G. 807.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, April 11th, 1910.

To the Parties:

13541

North West Transport Line (G. No. 800)

The Holland America Line wired:

"Uranium left Rotterdam Saturday night with 880¹ passengers in steerage and 20 in cabin, she is no longer sailing under Petersen's flag but under another probably the one of the Canadian Northern."

Respectfully,

1) of which 466 for Halifax.

13542

Petitioner's Exhibit 1546.

13543

G. No. 808.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 11th, 1910.

To the Parties:

Mitrovitz & Bonuschevatz Belgrade. (G. No. 789.)

13544

The Red Star Line sent a report according to which the above firm has not stopped its bookings for the North West Transport Line but forwarded on March 18th, 18 passengers and on March 28th, 22 passengers for said Line. The White Star Line write now in this connection.

"Referring to previous correspondence regarding the above firm, kindly note the following telegram received from our agents Messrs. Im Obersteg & Co., Basle:

" 'Referring to your letter April 4th have discontinued relations with Mitrovitz Bonuschevatz Belgrade and informed them that they are disqualified.' "

13545

If no objection is raised until 18th instant I propose to add the firm of Mitrovitz & Bonuschevatz Belgrade to the list of disqualified agents.

Respectfully,

18546

Petitioner's Exhibit 1547.*G. No. 809.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, April 12th, 1910.

To the Parties:

Synopsis of Minutes.

13547

According to Minute 128 the Secretary has to lay before the next Meeting a synopsis of those minutes for the past, which in his opinion ought to be considered as bye-laws forming part of the contract.

In order to expedite the discussion on this point at the meeting I beg to submit annexed my proposals and shall be obliged if the Lines will examine them and return me one copy with their remarks which they may have to make.

As the Minutes referring to the Cabin Agreements do not come under Agreement AA. I have treated them separately.

13048

Respectfully.

H. PETERS.

Petitioner's Exhibit 1548.

13549

*Annex to G. No. 809. 12/4/10.**Synopsis of Minutes**to be considered as Byelaws under Agreement AA.**and**Additions & Amendments**to the Agreements V & W.***Byelaw 22:**

Section 1 to read: The following scheme was approved to meet the competition in the eastbound business of such outside steamers as may be agreed upon unanimously from time to time. 13550

a. To read: When a Line, party to this special agreement with the consent of the other parties puts a steamer on the berth in opposition to an outside east-bound steamer at the same or a lower rate than such outsider, then the parties (including the Line of the opposing steamer) etc.

6th line, between "regular" and "rate" insert "net" (G. 585).

8th line, instead "\$30" put "\$28 net."

b. Drop. 13551

c. The opposition steamer is appointed in the manner as agreed upon from time to time.

The appointment shall be guided by considering which steamer is best suitable for being most efficiently opposed with regard to date of sailing, preference by steeragers, capacity, etc.

These terms being nearly equal etc. up to "concerned." Last 2 lines to be dropped.

d. No alteration.

Petitioner's Exhibit 1548

13552

e. The Compagnie Generale Transatlantique participate in the compensation with 4.87% and the Austro-Americana with 1.82% (G. No. 593).

f. No alteration.

g. The compensation accounts to be settled in dollars or the equivalent in the currency of the country of the carrying Line at the current rate of exchange. (Minute 45.)

h. Any line may withdraw from this Agreement at any time by giving 30 days' notice.

13553

i. The Allan Line having declined to continue party to this bye-law the Allan Line's share of participation to be borne by the other Lines in proportion to their shares.

23/27 Drop

28 becomes 23

29 " 24

30 Drop (see Agreement W clause 11a)

31/37 Drop

38 becomes 25, & minute 63 becomes 3d section of byelaw 25.

39 drop

40 becomes 26

18554

41/44 drop

45 becomes g under byelaw 22

46 drop (see appendix II, Agreement W)

47 drop (see appendix III Agreement V & appendix II Agreement W)

48/52 drop

53 becomes 27

54/62 drop

63 3rd section of byelaw 25

64/65 drop

66 becomes 28

67/74 drop

Petitioner's Exhibit 1548

13555

75 refer to 22 e

76/80 drop

81 drop (see under additions & amendments to Agreement V, No. 5)

82/90 drop

91 becomes 29 and reads: "All passengers paying a rate less than the agreement second cabin rate of the carrying steamer must be accounted for as steeragers.

Second Class passengers transferred through force majeure from one steamer to another higher rated steamer are not to be pooled.

13556

The Canadian Pacific Ry. Co. are accorded the privilege to carry their Railroad employees 1st & 2nd class at reduced rates without accounting for them to the pool. The Allan Dominion & Donaldson Lines reserve the same right. The numbers of passengers so carried to be exchanged between the Canadian Lines (Minute 123)

92/94 drop

95/96 Under Cabin Agreements.

97 becomes 30

98/99 drop

13557

100 becomes 31 reading: "The pool statements between the Austro-Americana and N. D. L. V. shall be circulated among the British Lines."

Atlantic Conference statistics and circulars may be sent to Cie. Gle. Transatlantique on condition that the statistics between the N. D. L. V. and Transat are sent to the British Lines. (Minute 141)

101/02 drop

103 becomes 32

13558

Petitioner's Exhibit 1548

104 refer to 22 i

105 drop

106 becomes 33 reading: "The infants' rates are fixed

*II. class III. class*westbound M 30 (M 10 plus head-
tax for aliens

(M 10 for citizens

eastbound M 30 M 10

except for Italian 3rd class business

Commission on third class infants is one
shilling or its equivalent (M 125)

13559

107 Cabin Agreements

108/10 drop

111 becomes 34

112/22 drop

123 becomes part of 29

124 becomes 35.

125 see 33, & 2 Agreement V, 3 Agreement W.

126 becomes 36

127 becomes 37 reading: "Eastbound steeragers
from Newfoundland and the West-
bound Continental steeragers to New-
foundland are included in the agree-
ments AA & Z (Award Wilding)

13560

128 becomes 38 reading: "Minutes which are to
be considered as bye-laws forming part
of the contract are in being printed to
be pointed out by asterisks and to be
confirmed at the subsequent meeting."

129 drop

130 becomes 39

131 becomes 40

132/33 drop

134 becomes 41 reading: "With the view of
coming to an agreement with the Scan-

Petitioner's Exhibit 1548

13561

Scandinavian American Line a special committee is appointed consisting of Messrs. Aitchison, Cauty and Lister, to confer with the Allan and C. P. R. Lines and thereafter with the Scandinavian American Line. The special committee is fully empowered to negotiate an agreement on the best terms obtainable, except that the Scandinavian American Line must not be permitted to carry Continental passengers."

135/36 drop

137 Under additions & amendments to Agreement
V

13562

138 Under additions & amendments to Agreement
V

139 becomes 42

140 Under additions & amendments to Agreement
V

141 becomes part of 31

142/44 drop.

13563

13564

Petitioner's Exhibit 1549.*Additions & Amendments to Agreement "V."*

1) For the following steamers the minimum Ocean rates for first class passengers Eastbound and Westbound have been altered or fixed by arbitration:

Lusitania, Mauretania	£ 25.—.—
George Washington	" 22.10.—.
Berlin	" 19.10.—.
Cleveland & Cincinnati	" 19.—.—
Lapland	" 19.—.—
Laurentic, Megantic in L'pool Canada service	" 18.—.—
Laurentic, Megantic in Newyork trade	" 17.10.—.
Minnewaska (proposed & agreed)	" 16.10.—.
Carpathia in the L'pool Newyork service	" 16.—.—

2) The first class infants rates are fixed at M 40 westbound & eastbound Commission 5% maximum (M. 106 & 125)

3) Minute 96

4) Minute 137

5) Minute 138

13566

6) Minute 95.

Petitioner's Exhibit 1550.

13567

Additions & Amendments to Agreement "W."

1) For the following steamers the minimum Ocean rates for second class passengers Eastbound & Westbound have been altered or fixed by arbitration:

to and from England

Oceanic, Adriatic, Caronia, Carmania	£ 10.10.—
Laurentic, Megantic in L'pool-Canada service	" 9.15.—
Laurentic, Megantic in Newyork trade	" 9.10.—

Continental Lines' rates to & from

13568

	<i>Continent</i>	<i>England</i>
George Washington	£ 12.—.—	£ 11.—.—
Berlin	" 11.10.—	" 10.10.—
Cleveland, Cincinnati	" 11.—.—	" 10.10.—
Lapland	" 11.—.—	" 10.10.—
Niagara (proposed & not objected)	" 10.—.—	

2) Minute above rates as well as all the other minimum rates of the second class schedule are advanced by 10 sh, except those of the lowest rated steamers from Havre of the Allan Line and of the Cie. Gle. Transatlantique (Minute 142).

13569

3) The infants' rates are fixed at M 30 westbound & eastbound. Commission 5% maximum (Minute 106.125)

18570

Defendants' Exhibit 267.*G. No. 810.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 12th, 1910.

To the Parties:

13571

Lloyd's Phila-Balto service. (G. No. 805.)

The Holland America Line suggests that the wording of what has been conceded to the Norddeutscher Lloyd in regard to the Phila-Balto service be determined at the Paris Meeting of May 5th.

If all Lines are agreeable I shall note the matter for the Agenda.

Respectfully,

13572

Defendants' Exhibit 268.

13573

G. No. 811.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, April 12th, 1910.

To the Parties:

North West Transport Line. (G. No. 807.)

13574

The Hamburg Amerika Linie received following
cable from New York:

"Voluturno hence April ninth about hundred
fifty steerage netrate about twenty dollars Ad-
riatic thousand fifty Continentals at twenty-
four less two."

According to information which the Holland-
America Line received, the "Voluturno" left New York
with 10 cabin passengers and 315 steeragers.

Respectfully,

13575

13576

Petitioner's Exhibit 1551.*G. No. 812.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 13th, 1910.

To the Parties:

13577 *North West Transport Line. (G. No. 780)*

The following is the completed list of eastbound sailings from New York from which fighting steamers may be selected.

	Thursday	April 14th	S.S. Rhein
	Saturday	" 16th	S.S. Kaiserin Aug. Victoria Baltic Vaterland, Caronia, St. Louis, California
	Tuesday	" 19th	S.S. Rotterdam, Kaiser Wilhelm d.Grosse
	Wednesday	" 20th	S.S. Russia, Lusitania, Oceanic
13578	Thursday	" 21st	S.S. Blücher, Prinz Fried- rich Wilhelm
	Saturday	" 23rd	S.S. Pres. Lincoln, Celtic, Furnessia, Lapland, New- york
	Tuesday	" 26th	S.S. Ryndam, Kronprinz- sin Cecilie
	Wednesday	" 27th	S.S. Campania, Majestic
	Thursday	" 28th	S.S. Cincinnati, Zieten
	Saturday	" 30th	S.S. Amerika, Cedric, Co- lumbia, Kroonland, St. Paul

Petitioner's Exhibit 1551

13579

Tuesday	May	3rd	S.S. Potsdam, Kronprinz Wilhelm	
Wednesday	"	4th	S.S. Adriatic, Estonia, President Grant, Carmania	
Thursday	"	5th	S.S. George Washington	
Saturday	"	7th	S.S. Caledonia, Philadelphia, Finland, Arabic	
Tuesday	"	10th	S.S. Nieuw Amsterdam, Kais. Wilhelm II.	
Wednesday	"	11th	S.S. Teutonic, Pennsylvania, Mauretania	
Thursday	"	12th	S.S. Bremen	
Saturday	"	14th	S.S. California, Caronia, St. Louis, Vaterland, Baltic	13580
Tuesday	"	17th	S.S. Noordam, Kaiser Wilhelm der Grosse	
Wednesday	"	18th	S.S. Oceanic, Graf Waldersee, Lusitania	
Thursday	"	19th	S.S. Grosser Kurfurst	
Saturday		21st	S.S. Kaiserin Aug. Victoria, Furnessia, Newyork, Lapland, Celtic	
Tuesday	"	24th	S.S. Rotterdam, Kronprinzessin Cecilie	
Wednesday	"	25th	S.S. Majestic, Bluecher, Campania	13581
Thursday	"	26th	S.S. Prinz Friedrich Wilhelm	
Saturday	"	28th	S.S. Deutschland, Columbia Carmania, St. Paul, Cedric	
Tuesday	"	31st	S.S. Ryndam, Kronprinz Wilhelm, Kroonland.	

Respectfully,

13582

Petitioner's Exhibit 1552.*G. No. 813.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 15th, 1910.

To the Parties:

13583

North West Transport Line. (G. No. 807)
Thomson Line. (G. 801)

The Holland America Line communicate:

"Today (April 13th) 152 passengers ex 'Cairnrona' have arrived here, who will start again on their voyage on Saturday or Monday next by the 'Sicilian Prince' of the North West Transport Line. As we hear further 225 passengers ex 'Cairnrona' will arrive here tomorrow."

The Holland America Line further write:

13584

"Please note that we have selected as opposition steamer against ss. 'Campania,' scheduled to sail April 23rd from New York, ss. 'Celtic' April 23rd, from New York. We have asked the White Star Line to instruct their New-York office to fix the rate at \$27 less \$2 commission."

Respectfully,

Defendants' Exhibit 269.

13585

G. No. 814.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, April 15th, 1910.

To the Parties:

British Naval Passengers. (G. No. 797.)

13586

According to the replies at hand the Lines regret that they cannot assent to the Naval passengers of the Canadian Pacific being exempt from the Pool; the Norddeutscher Lloyd say that they carried last year several hundred Mariners, also upon request of the Government, who were all accounted for under the Pool.

Respectfully,

18587

13588

Petitioner's Exhibit 1553.*G. No. 815.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 16th, 1910.

To the Parties:

Thomson Line. (G. 813.)

13589

The White Star Line received following letter of
 13th instant, from their London (City) Office:

"*'Cairnrona' Passengers.* We have your favor of yesterday, and note that you are not able to take any of these passengers either by the Cedric or Seeland, and have informed the Thomson Line accordingly.

"We learn today that they have arranged for 350 of the passengers to go in the 'Sicilian Prince' from Rotterdam, and they have this morning been able to induce 200 of the passengers to go on board the 'Cairnrona,' and we believe they expect to be able to induce the remainder also to sail in her."

18590

Respectfully,

Petitioner's Exhibit 1554.

13591

G. No. 816.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, April 18th, 1910.

To the Parties :

North West Transport Line. (G. No. 813.)
Thomson Line. (G. No. 815.)

13592

S. S. "Sicilian Prince" sailed 16th instant from Rotterdam with 7 cabin passengers

387 steeragers for Halifax
 324 " " New York

Total 711 steeragers
 of which 377 steeragers ex "Cairnrona."

The steamer "Cairnrona" is reported to have sailed from London to Portland on 16th instant with 700 passengers.

Respectfully,

13593

13594

Petitioner's Exhibit 1555.*G. No. 817.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 20th, 1910.

To the Parties:

North West Transport Line. (G. No. 816.)

13595

The Holland America Line communicate that according to an advertisement of the Rotterdam agents the North West Transport has been renamed

"Uranium SS. Co. Ltd."

The parties are aware that this is the second re-naming of the undertaking of Mr. Petersen; the circumstances under which the former re-establishment took place are described in G. 327, page 3.—It would be interesting to learn, under which auspices this has been done now.

Respectfully,

13596

Defendants' Exhibit 270.

13597

G. No. 818.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 20th, 1910.

To the Parties:

Compensation for passengers at fighting rates by
S. S. "Lapland," Jan. 22nd, S. S. "Rhein," March 5th, 13598
S. S. "Darmstadt" March 19th (G. 779.)

The following bills for passengers carried at fighting rates are presented

1) Red Star Line

S. S. "Lapland" January 22nd
 316 ad. 18 child. 8 inf. = 325 adults
 Regular rate \$35.—
 Fighting rate \$22.—
 Compensation \$ 8.—for 325 adults = \$2600.
 The "Lapland" was appointed against the "Uranium" January 22nd according to G. 714.

13599

2) Norddeutscher Lloyd

Note of compensation for passengers carried at fighting rates by S. S. "Rhein," March 5th off New-York.

325/1, 27/2, 14/0 passengers

Fighting rate \$26.—

Regular rate \$35.—

Compensation rate \$ 4.—

Total: 338½@ \$4.....\$1354.—

13600

Defendants' Exhibit 270

b) Bill of Compensation

for passengers carried at fighting rates by our S. S.
 "Darmstadt" March 19th from New York.

290/1, 24/2, 21/0 passengers.

regular rate \$35.—

fighting rate \$27.—

compensation rate \$ 3.—

Total: 302/1@ \$3.— = \$906.—

S. S. "Rhein" had been appointed against the
 "Uranium" March 8th according to G. 769 and S. S.
 "Darmstadt" against "Sicilian Prince" March 19th
 (vide G. 786). The Total due to the Norddeutscher
 Lloyd is \$2260.—

13601

The bills being verified I hereafter beg to divide the
 amounts as follows:

*Debitors**Creditors*

		Red Star Line	Norddeutscher Lloyd
Anchor Line	3.74%	\$ 97.24	\$ 84.52
Cunard Line	14.37%	373.62	324.76
Hapag	11.97%	311.22	270.52
Nasm	5.80%	150.80	131.08
Lloyd	17.64%	458.64	398.67
Red Star Line	8.14%	211.64	183.96
13602 White Star Line	14.73%	382.98	332.90
American Line	8.29%	215.54	187.36
Dominion Line	1.44%	37.44	32.54
Canpac	4.26%	110.76	96.28
Transat	4.87%	126.62	110.06
Austro	1.82%	47.32	41.13
Rusamerika	2.93%	76.18	66.22
	100.00	\$2600.	\$2260.

Will the debtors please pay the above amounts to
 the Red Star Line and Norddeutscher Lloyd as Cred-
 itors.

Respectfully,

H. PETERS.

Defendants' Exhibit 271.

13603

G. No. 819.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 21st, 1910.

To the Parties:

North West Transport Line. (G. No. 817.)

The steeragers of S. S. "Campania" which left Rotterdam on April 5th were composed as follows:

13604

	via New York	via Canada	Total
Russia	893	159	1052
Austria	209	364	573
Hungaria	145	4	149
Italy	25	50	75
Turkey	77	—	77
Roumania	11	—	11
Germany	24	—	24
England	1	33	34
Holland	3	2	5
	<hr/>	<hr/>	<hr/>
	1388	612	2000

13605

13607

Defendants' Exhibit 271

and those of S. S. "Uranium" which left Rotterdam on April 9th:

	via New York	via Canada	Total
Russia	216	27	243
Austria	79	159	238
Hungaria	70	—	70
Italy	50	129	179
Turkey	83	30	113
Roumania	1	3	4
Bulgaria	24	—	24
13606 Montenegro	4	—	4
Germany	—	—	—
England	—	—	—
Holland	—	2	2
	—	—	—
	527	350	877

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 25 Apr. 1910. Ansd.

13608

Petitioner's Exhibit 1556.

13609

ATLANTIC CONFERENCE.

G. No. 820.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, April 21st, 1910.

To the Parties:

Meeting.

I beg to send annexed the Agenda for the Meeting
to be held at Paris, Hotel Majestic, May 5th. 13610

The parties who want to discuss any further matters will please inform me.

Will the parties please let me know the names of the gentlemen by whom they will be represented.

Respectfully,

18611

13612

Petitioner's Exhibit 1557.

ATLANTIC CONFERENCE MEETING,

Paris, Hotel Majestic, May 5th, 1910, at 10 A. M.

Agenda

- 1) Further Advance of II. class rates (Nordd. Lloyd) G. 754.
 - 2) Special rates. (Donaldson Line).
 - 3) Increase of Donaldson Line's percentage under Agreement Z from 0.20 to 0.30 per cent (Donaldson Line).
 - 4) Equivalences of cabin rates. Suggestion of Lloyd to revise clauses 9 & 6 of Agreements V. & W. respectively. G. 784.
 - 5) Lloyd's Phila--Balto service. (Holland Line) G. 729, 747, 750, 752, 756, 763, 768, 774, 787, 795, 805, 810.
 - 6) Minutes which are to be considered as bye-laws forming part of the contract.
 - 7) Regulation of continental Rates. (Lloyd).
 - 8) Competition of Uranium S. S. Co. Ltd., Thomson Line & Royal Line.
- Jena, April 21st, 1910.

13613

13614

Petitioner's Exhibit 1557

13615

Supplement to the Agenda of Paris Meeting May
5th, 1910.

9) Report of the Special Committee regarding
Scandinavian Agreement (B. L.)

10.) New Norwegian Line (Lloyd).

11.) Extension of Agreement AA (Red Star).

12.) Revised list of Agents who receive more than
5% commission (White Star).

13.) Disqualification of G. Schyns Antwerp (B.
L.)

13616

14.) Addition of "Franconia" to Cunard fleet and
first and second class rates therefor (Cunard Line).

15.) Consideration of the proposal of the Allan
Line contained in G. No. 825 regarding their New-
foundland steeragers (Allan Line. G. 683, 693, 715,
723, 726, 733, 739, 744, 745, 762, 778, 825.

Jena, April 30th, 1910.

18617

13618

Defendants' Exhibit 272.*G. No. 821.*

ATLANTIC CONFERENCE

Secretary's Office
Telegraph Address:

Jena, April 25th, 1910.

To the Parties:

North West Transport Line. (G. No. 819.)

13619

The S. S. "Vulturno" which left New York on April 9th arrived on April 22nd at Rotterdam where she landed about 330 steeragers and 7 cabin passengers. Amongst the steeragers were 14 deported passengers.

Respectfully,

Defendants' Exhibit 273.*G. No. 822.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

13620

Jena, April 26th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 821.)

The steamer "Campania" left New York Saturday April 23rd, with 20 cabin passengers and 205 steeragers.

Respectfully,

Defendants' Exhibit 274.

13621

G. No. 823.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 27th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 822.)

The steeragers which left Rotterdam on April 16th on the "Sicilian Prince" were composed as follows: 13622

	via New York	via Halifax	Total	
Russia	246	83	329	
Austria	20	112	132	
Hungary	37	10	47	
Italy	16	69	85	
Montenegro	12	23	35	
Bulgaria	19	—	19	
Turkey	11	28	39	
Germany	11	1	12	
England	—	13	13	
	<hr/>	<hr/>	<hr/>	
	272	339	711	13623

With reference to G. No. 822 I still beg to communicate the following New York cable of Hapag:

"Campania hence April twenty-third about hundred twenty steragers netrate about twenty dollars. Celtic April twenty-third four hundred fifty Continentals rate twenty-seven less two."

Respectfully,

13624

Petitioner's Exhibit 1558.*G. No. 824.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 29th, 1910.

To the Parties:

13625

Uranium S. S. Co., Ltd.

The Holland America Line write:

"Please note that we have appointed in opposition to S. S. 'Uranium' scheduled to sail on the 30th inst., S. S. 'St. Paul' sailing the same day from New York. We have asked the American Line to instruct their New York office to fix the rate at \$27 less \$2 commission.

Respectfully,

13626

Defendants' Exhibit 275.

13627

*G. No. 825.***ATLANTIC CONFERENCE.**

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, April 29th, 1910.

To the Parties:

In view of the Meeting on 5th May. I beg to submit the following letter from the Allan Line 27th instant: 13628

"We duly received your circular letter of 12th instant enclosing a synopsis of 'Minutes proposed to be considered as bye-laws under Agreement AA. etc.' at the meeting of the Lines which is to take place in Paris on the 5th of May. We disapprove of the elimination of Minutes 84, 99 and 118, which gave expression to the assurance of the German Lines that they would use every effort in their power with their Government to improve the facilities for the transit of passengers booked for the British Lines. Although the results of their efforts have, so far, not been quite satisfactory, and we attribute no blame to the German Lines for this, we consider it preferable that these Minutes, recording the promised co-operation of the German Lines should be retained.

13629

"We also very strongly object to the proposal that Bye-law 127 should become No. 37, and should read as follows:

"Eastbound steeragers from Newfoundland and the Westbound Continental steeragers

13630

Defendants' Exhibit 275

to Newfoundland are included in the Agreements AA and Z (Award Wilding).

"We have been expecting to hear from you on this subject ever since we replied on 8th March to Mr. Wilding's letter of 4th March confirming his award.

"The decision in our view was a most extraordinary one, and strikes at the whole basis of the agreement; we have the very strongest advice that the award was *ultra vires* of the arbitrator and that the Courts would certainly support us in refusing to accept it.

13631

"We recognize, however, the far reaching effects of such action, and have also a very strong desire to act in harmony with the other members of the Conference.

"In the circumstances we propose that the whole of the representations, both for and against, as submitted to Mr. Wilding, be referred to Herr Ballin, and Mr. Booth, for their perusal and sole decision, or if neither of these members care to undertake the duty, that the matter be similarly referred to Mr. Norman Hill, or any other first class solicitor.

13632

"We have therefore to request that you will place this proposal on the Agenda of the 5th May Meeting for consideration * * *."

I shall place the proposal on the Agenda.

Respectfully,

Petitioner's Exhibit 1559.

13633

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, April 30th, 1910.

To the Parties :

Regulations of Continental Lines' rates.

In accordance with Minute 129 the Nordd. Lloyd submits the attached proposal in pursuance of which he writes yet :

13634

"With reference to the memo. * * * it occurs to us that another solution and perhaps the most satisfactory one, would be to increase the II class rates all round by say £1.—. This would enable the Continental Lines to fix their steerage rates even higher than £8 and thus permit a correct adjustment without need of altering anything in respect of the existing rules."

The subject is on the Agenda.

Respectfully,

13635

13636

Petitioner's Exhibit 1560.

We beg to refer to Minute No. 129, reading:

"A proposal of the Continental Lines to be at liberty to reduce their rates even though plus parties is not unanimously agreed. Continental Lines may submit for consideration at the next meeting a proposal for regulating continental rates."

In conformity with the last paragraph of this Minute we beg to submit the following:

13637

The Contract provides in Art. 11 that the adjustment shall be effected by increasing the rates of the plus parties or, if this is not feasible, by reducing the rates of the Lines who are short, but it does not give the plus parties the right to reduce their rates. In the same Article it is stipulated that no Line can be compelled to fix its rates higher than £ 8.

The position of the various Continental Lines under the A. C. Pool is dependent on two different factors:

1) Upon their position versus the other Continental (N. D. L. V.) Lines that is, upon their position in regard to the Continental business, and

13638

2) Upon the relation of Continental versus British and Scandinavian business from which latter they are debarred.

In order to arrive at a proper adjustment at the end of the year, not only the positions of each Continental Line under the A. C. Pool should be considered, but also its position versus the other N. D. L. V. Lines.

In case the British Lines would, at all times, carry their proper share of the business, there would be no difference whatever in the position of each individual Continental Line (a) under the A. C. Pool and (b) under the N. D. L. V. Pool, as the shares under both agreements are fixed in exactly the same proportion.

Petitioner's Exhibit 1560

13639

However, as long as the British Group is short—and under normal conditions this will be the case during about the first nine months of the year (as up to this date the relation of the British and Scandinavian business to the total traffic covered by Agreement A. A. remains behind the yearly average) the position of the individual Continental Lines is not correctly visible from the A. C. statistics, as the real position of the individual lines is modified by their percentual share in the total plus of the Continental group versus the British group—F. i. if the British Lines are 10,000 short and the Continental Lines consequently 10,000 in excess, the North German Lloyd having 26.53% out of the total 62.48% of the Continental Group or 42.46% of the latter, will appear as in excess by 4246 passengers, if the said Company has carried its proper share under the N. D. L. V. Pool, and it would still appear as 246 in excess (and consequently be prevented from reducing its rate) if its shortage under the N. D. L. V. Pool would amount to 4000.

13640

The real position of the individual Continental Lines becomes, however, apparent, as soon as the minus of the British Lines disappears. This will usually happen at the end of September and, as already explained, this change is chiefly due to the then larger number of British and Scandinavian passengers whilst, at the same time, emigration from the Continent is less important. (We have already drawn attention to this fact in Circular 420 and the statistics attached to Circular 794 confirm it.)

13641

The effect of this change is that the plus of the various Continental Lines, so far as such plus resulted from the British Lines shortage, suddenly disappears and the real position of the individual continental Lines then becomes apparent. But as the season, especially for Continental business, has then too far

13642

advanced, it will be too late to bring about a correct adjustment by any ordinary means until the end of the year. Therefore, in order to arrive at a correct adjustment at the close of the year, the Continental Lines must take measures before hand to adjust their position amongst themselves. This, however is not possible if the Lines who, in the N. D. L. V. Pool remain heavily behind their share, are prevented from reducing their rates because, under the A. C. Pool they appear as plus parties.

13643

It is obvious that these difficulties could be easily avoided if the Continental Lines would start, at the beginning of the year, with rates below the maximum of £8 say with £7 or less as, in that case the adjustment among the Continental Lines could be effected by advancing the rates of the plus parties. This practice, however, would have the disadvantage that it would prevent the Continental Lines and consequently also the British Lines, from obtaining the best possible rates during the spring months when emigration from the Continent is at its highest and when good rates can be easily obtained, while on the other hand, it would bring the rates up at a time when emigration from the Continent falls off and when it may appear desirable, in the face of possible outside competition—

13644

to keep the rates at least of some of the direct Lines at a lower level.

In consideration of the above the Continental Lines have found it more in the interest of all the parties concerned, to follow the reverse course, *i. e.*, to start with the maximum rates at the beginning of the year and to gradually reduce the rates as the season proceeds and emigration falls off. Here, however, the difficulty begins, as the fact that the Continental Lines, generally as well as individually (and especially also those of the Continental Lines who, under the N. D. L. V. Pool are short) appear as in excess under the

A. C. Pool, will prevent them from lowering their rates and adjusting their position among themselves.

In order, therefore, to enable the Continental Lines to maintain their present practice of starting with high rates at the beginning of the year, it will be necessary to allow them to slightly reduce their rates, even though they may appear to be in plus. A margin of £1 would, in our opinion, be sufficient and we would therefore move the adoption of the following clause:

"In case the Continental Lines find it convenient, at the beginning of the year, to adopt for their regular New York steamers the maximum rate of £8, they shall be allowed to reduce their rates for adjustment among themselves by not more than £1 irrespective of their position in the A. C. Pool."

Such an arrangement would in no way prejudice the interests of the British Companies inasmuch as the latter have it always in their power to adjust their own position, and as they can rest assured that the Continental Lines, in view of their large interests in the Continental business, will not reduce their rates if it can possibly be avoided.

13648

Petitioner's Exhibit 1561.*G. No. 826.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, April 30th, 1910.

To the Parties:

13649

Paris Meeting May 5th, 1910. (G. No. 820.)

With reference to G. No. 820 I beg to enclose here-
with a supplement to the Agenda sent on April 21st
and also a list of the gentlemen of the A. C. Lines
who will attend the Meeting.

Respectfully,

13650

Petitioner's Exhibit 1562.

13651

List of gentlemen who will be present at the A. C. Meeting at Paris, Hotel Majestic, May 5th, 1910.

Allan Line: Mr. Hugh A. Allan, Mr. W. McK. Rodan.

Anchor Line: Mr. Richard Henderson, Mr. A. C. F. Henderson, Mr. John Aitchinson.

Canadian Pacific: Mr. H. S. Carmichael.

Cunard Line: Mr. A. A. Booth, Mr. T. Royden, Mr. A. D. Mearns, Mr. S. J. Lister.

Donaldson Line: Mr. Charles Donaldson, Mr. S. S. Moncur.

Hamburg-Amerika Linie: Director Ad. Storm, Mr. F. Bonnemann, Dr. Murken, Mr. Neumann, Mr. C. Barnbrock, Mr. Vock.

13652

Holland-Amerika Lijn: Director Jhr. Otto Reuchlin, Director Jhr. J. G. Reuchlin.

I. M. M. Co. (American Dominion White Star): Mr. I. Bruce Ismay, Mr. Harold A. Sanderson, Mr. A. B. Cauty.

Norddeutscher Lloyd: Director Heineken, Mr. V. Plettenberg, Mr. G. Seyde, Mr. A. Knüppel.

Red Star Line: Director Ed. Strasser, Mr. G. Weingartner, Mr. Gothard Strasser.

Secretary of the British Lines: Mr. E. S. Smyth.

On invitation: Cie Gle Transatlantique Director Dal Piaz, Mr. R. Sagot.

13653

On invitation Austro Americana: Mr. Oscar Cosulich.

13654

Petitioner's Exhibit 1562

Supplement to the Agenda of Paris Meeting May 5th,
1910.

9) Report of the Special Committee regarding
Scandinavian Agreement (B. L.).

10) New Norwegian Line (Lloyd).

11) Extension of Agreement AA (Red Star).

12) Revised List of Agents who receive more than
5% commission (White Star).

13655

13) Disqualification of G. Schyns Antwerp (B. L.).

14) Addition of "Franconia" to Cunard fleet and
first and second class rates therefor (Cunard Line).

15) Consideration of the proposal of the Allan Line
contained in G. No. 825 regarding their Newfound-
land steeragers (Allan Line) G. 683, 693, 715, 723,
726, 733, 739, 744, 745, 762, 778, 825.

Jena, April 30th, 1910.

13656

Defendants' Exhibit 276.

13657

G. No. 827.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, May 2nd, 1910.

To the Parties :

North West Transport Line. (G. No. 812.)

18658

In pursuance to G. 812 the Cie. Gle. Transatlantique
advise me of their following eastbound departures :

May 5th Lorraine.
" 12th Savoie.
" 14th Gascogne.
" 14th Caroline.
" 19th Provence.
" 26th Touraine.
" 28th Chicago.
" 28th Niagara.

Respectfully,

13659

13650

Petitioner's Exhibit 1563.*G. No. 828.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 2nd, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 823.)

- 13661 S. S. "Vulturno" left Rotterdam on April 30th with 21 cabin passengers and 876 steeragers, of which 456 for Halifax. As the Vulturno on her last outward voyage had 1007 steeragers on board, she does not seem to have obtained her full capacity this time.

With reference to G. 817, I beg to promulgate the following notice of the Shipping Gazette of 29th instant:

"The Hague, April 27.

13362

"I hear that the North West Transport Line, formerly running between Hamburg, Rotterdam, Halifax and New York, has been taken over by the Uranium Steamship Company (Limited), of London, and that the firm of P. A. Van Es and Co., will act as Rotterdam agents. In future, the boats of this new Line will ply between Halifax, New York and Rotterdam, and will not touch at Hamburg. Beginning on April 30, a steamer will be despatched from Rotterdam fortnightly."

Respectfully,

H. PETERS,
 P. Mgr.

Petitioner's Exhibit 1564.

13663

G. No. 829.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 3rd, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 824.)

13664

The Hamburg America Line inform me of their
 following New York cable:

"Uranium hence April 30th, about ninety
 steerage netrate about twenty dollars Saint
 Paul April 30th, for hundred one Continentals
 twenty-seven less two."

Respectfully,

P. S.

The Holland America Line communicate that the
 number of steeragers has been 140 and 10 cabin pas-
 sengers.

13665

They further write:

"Please note that we have appointed in op-
 position to S. S. 'Sicilian Prince' scheduled to
 sail on the 7th inst., S. S. 'Philadelphia' sailing
 the same day from New York. We have asked
 the American Line to instruct their New York
 office to fix the rate of \$27 less \$2 commission."

13666

Petitioner's Exhibit 1565.*G. No. 830.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address :
"Secretair," Jena.

Jena, May 7th, 1910.

To the Parties:

13667 I herewith beg to send copies of Minutes of the Meeting at Paris on May 5th, 1910; printed copies are being prepared and will follow shortly.

The annex referred to in Minute 150 (Scandinavian American Line Agreements) is attached except the westbound Agreement dated London, March 3rd, 1910.

Respectfully,

H. PETERS,

P. Mgr.

(Stamped): Ismay, Imrie & Co., Passenger Dept.,
Recd. 9 May, 1910, Ansd.

13668

Petitioner's Exhibit 1566.

13669

*Annex to G. No. 830.**Agreement for Eastbound Steerage Business.*

Between (1) the Atlantic Conference Lines,
namely:

The Allan Line S. S. Co. Limited, Glasgow, Liverpool and London (for all its services).

The Anchor Line (Henderson Brothers) Limited, Liverpool.

Canadian Pacific Railway Co. (Atlantic Steamship Lines).

The Cunard S. S. Co. Limited, Liverpool, for its Liverpool Services, and for all Non-Italian & Non-Oriental passengers by its Trieste-Fiume Service.

13670

I. M. M. Co. American Line.

" Dominion Line.

" White Star Line.

The Hamburg Amerikanische Packetfahrt A. G., Hamburg.

The Nederlandsch Amerikaansche Stoomvaart Maatschappij, Rotterdam.

Norddeutscher Lloyd, Bremen.

Societe Anonyme Belge Americaine (Red Star Line), Antwerp (The Mediterranean Services of the Lines are excepted, except as specially provided for). and the

13671

(2) Det Forenede Dampskibs-Seiskab Limited, of Copenhagen, called the Scandinavian-American Line.

(1) It is agreed to include the Scandinavian American Line in the Atlantic Conference for their Eastbound steerage passenger traffic from the United States of America and Canada to Europe under Agreement AA (with all subsequent by-laws and resolutions so far as they are applicable to Eastbound

13672

Petitioner's Exhibit 1566

business), to which they become party, with a percentage allotment of 3.94 of the total Eastbound steerage carryings of the Atlantic Conference Lines, as mentioned above and themselves.

(2) It is agreed that this arrangement dates from 1st March, 1910.

13673

(3) In the event of any new competition whatever arising to any Scandinavian or Finnish port, from the United States or Canada, arrangements to be considered for combined action for meeting same. Failing a satisfactory arrangement to this end, either party has the right to cancel this agreement forthwith.

On behalf of the Atlantic Conference.

Signed JOHN AITCHISON.

" A. B. CAUTY.

" S. J. LISTER.

Det Forenede Dampskibs-Selskab Aktieselskab.

Signed C. M. COLD.

London, March 3rd, 1910.

13674

Petitioner's Exhibit 1567.

13675

G. No. 831.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 9th, 1910.

To the Parties:

Payments for April.

13676

I beg to request the parties to make the following
 payments for April in conformity with Form 30, No.
 4:

Anchor Line to Allan Line	£ 1564.—.—	
Anchor Line to Cunard Line	" 2395.—.—	
American Line to Cunard Line	" 309.—.—	
Dominion Line to Cunard Line	" 1782.—.—	
White Star Line to Continental Lines	" 22849.—.—	
White Star Line to Cunard Line	" 180.—.—	
White Star Line to Canadian Pacific Ry Co.	" 372.—.—	
Donaldson Line to Canadian Pacific Ry. Co.	" 296.—.—	13677

£ 29747.—.—

Respectfully,

13678

Defendants' Exhibit 277.*G. No. 832.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 9th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 830.)

13679

The steeragers of the S. S. "Vultorno" which left Rotterdam on April 30th, were composed as follows according to their nationality:

	via New York	via Halifax	Total
Russia	245	41	286
Austria	106	64	170
Hungaria	82	1	83
Italy	67	188	255
Turkey	43	9	52
Germany	2	—	2
Holland	—	7	7
13680 France	—	9	9
Servia	4	—	4
Bulgaria	8	—	8
	<hr/>	<hr/>	<hr/>
	557	319	876

Defendants' Exhibit 278.

13681

G. No. 833.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 9th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 829.)

13682

The "Campania" which left New York April 23rd, arrived at Rotterdam, May 5th where she landed 16 cabin passengers and 180 steeragers of which 43 were deported passengers.

The Holland America Line write:

"Referring to our letter of the 2nd inst. we beg to inform you that according to a cable received from New York, the net rate for S. S. 'Sicilian Prince' scheduled to sail on the 7th inst. has been reduced to \$23. Consequently we asked the American Line yesterday to cable to their New York office to reduce the rate for S. S. 'Philadelphia' May 7th (opposition steamer) to \$25. Less \$2. Commision, which please note."

13683

Respectfully,

13684

Defendants' Exhibit 279.*G. No. 834.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 10th, 1910.

To the Parties:

13685

Uranium S. S. Co. (G. No. 833.)

S. S. "Sicilian Prince" sailed Saturday, May 7th,
 from New York with 150 steeragers and 10 cabin
 passengers.

Respectfully,

13686

Defendants' Exhibit 280.

13687

G. No. 835.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 11th, 1910.

To the Parties:

Payments to the Russian East Asiatic S. S. Co.

13688

I beg to request the parties to make the following
 payments for April in accordance with Form 35, No.
 4:

N. D. L. V. Lines to Russian America

Line	£ 2630.—.—	
Allan Line to Russian America Line ..	" 37.—.—	
Anchor Line to Russian America Line "	" 147.—.—	
American Line to Russian America Line "	" 291.—.—	
Dominion Line to Russian America Line "	" 184.—.—	
White Star Line to Russian America		
Line	" 385.—.—	
Cunard Line to Russian American		
Line	" 591.—.—	13689
Canadian Pac. Ry Co. to Russian		
America Line	" 11.—.—	

 £ 4276.—.—

As the Russian America Line request me not to
 send the amounts direct to Libau the parties will please
 remit them to me for transmission to Copenhagen.

Respectfully,

13690

Petitioner's Exhibit 1568.*G. No. 836.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 11th, 1910.

To the Parties:

13691

Regulations to N. A. P. C. Agents.

From the Red Star Line I received the following letter:

"One of our Agents in Great Britain send us the enclosed circular of the North Atlantic Conference dated April 20th,¹ and writes as follows:

" ' I am somewhat puzzled by the enclosed circular I have received this morning.

13692

" ' I was under the impression that the Red Star Line formed part of the Combine and Conference in connection with the other Lines mentioned in this circular, but, if I read this correctly I am prohibited from issuing any tickets or booking passengers by the Red Star Line as the Line is not mentioned in the circular.

" 'If, as is probable, a copy of this circular is sent to all Agents throughout the United Kingdom, it would appear to me that it will be detrimental to your interests unless it is made clear that the prohibition to book passengers does not refer to the Red Star Line.

"Will you kindly put us right on this point.'

Defendants' Exhibit 281

13693

"Will you kindly publish this letter and at the same time ask the British A. C. Lines for an explanation of this circular and if we may expect the same to be promptly withdrawn and corrected."

I shall be obliged for a reply from the British Lines.

Respectfully,

1) See A. C. printed matter No. 1001.

(Stamped): Ismay, Imrie & Co., Passenger Dept.,
Recd. 13 May, 1910, Ansd.

13694

Defendants' Exhibit 281.

G. No. 837.

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, May 12th, 1910.

To the Parties:

13695

Uranium S. S. Co. (G. No. 834.)

With reference to G. No. 834 I still beg to communicate the following New York cable of the Hamburg-Amerika Linie:

" 'Sicilian Prince' hence May seventh about sixty steeragers netrate about twenty dollars. 'Philadelphia' May seventh five hundred thirty-three Continentals, rate twenty-seven less two."

Respectfully,

13696

Petitioner's Exhibit 1569.*G. No. 838.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, May 13th, 1910.

To the Parties:

13697

Eastbound Agreement with Scandinavian American Line.

In Article I of the Agreement on eastbound business with the Scandinavian American Line it is agreed that they become a party to Agreement A. A., as far as eastbound business is concerned. From this it follows in my opinion, that they have to deposit with the Secretary a promissory note in accordance with Article 17, if I do not hear from the parties to the contrary, say up to May 27th, I shall ask the Scandinavian American Line for a bill of acceptance as agreed to in Minute 63 and for the amount of £3940.

Respectfully,

13698

(Stamped): Ismay, Imrie & Co., Passenger Dept.,
Recd. 16 May, 1910. Ansd.

Petitioner's Exhibit 1570.

13699

G. No. 839.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, May 14th, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 837.)

13700

The Holland America Line write:

"Please note that we have appointed in opposition to S. S. 'Volturno' scheduled to sail on the 21st inst. S. S. 'New York' sailing the same day from New York. We have asked the American Line to instruct their New York office to fix the rate at \$27 less \$2 commission."

Respectfully,

13701

13702

Petitioner's Exhibit 1571.*G. No. 840.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, May 14th, 1910.

To the Parties:

13703

Agent Schyns, Antwerp. (G. No. 796.)

Mr. Ed. Strasser writes:

"I hear from a source generally well informed that Agent Schyns has applied for an emigration licence for his son the intention being evidently to evade thereby the disqualification. The son would act as Agent for the A. C. Lines and the father who is disqualified would carry on the business for the non Conference Lines; I thought it well to warn the A. C. Lines of this."

Respectfully,

13704

Defendants' Exhibit 282.

13705

G. No. 841.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, May 14th, 1910.

To the Parties:

I beg to send today printed copies of the minutes and by-laws with annexes of the meeting of 5th inst., likewise enclosed are advance proofs of the by-laws to be reprinted according to the report of the Special Committee as per Minute 155. For reference sake I found it practicable not to alter the numbers of these by-laws, should it however be found desirable to number them for Agreement AA, No. 22 etc., and to start for the Agreement V and W with No. 1, the parties will please inform me. If no such information or remarks as to the by-laws themselves are received until 23rd inst. I shall take it that the parties agree to the by-laws being printed in the present form.

18706

Respectfully,

13707

13708

Petitioner's Exhibit 1572.*G. No. 842.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 14th, 1910.

To the Parties:

Regulations to N. A. P. C. Agents. (G. No. 836.)

13709

With reference to G. No. 836 I received the following letter from the Hamburg Amerika Linie:

"As far as our Line is concerned we endorse the standpoint adopted by the Red Star Line in this circular-letter. In view of our membership of the Atlantic Conference, to which the British Lines, named in the North Atlantic Passenger Conference—circular in question also belong, the Agents in Great Britain cannot in our opinion very well be prohibited by the latter from booking for us, who are not mentioned in the circular."

13710

From the Norddeutscher Lloyd:

"We beg to acknowledge receipt of circular G. No. 836 and wish to associate ourselves in the Red Star Line's protest against the circular issued by the North Atlantic Conference under date of April 20th. We must insist that in order to efface the wrong impression created by the above circular, a memorandum should be sent to the various British Agents, informing them that the restriction, not to book passengers for other than North Atlantic Confer-

Petitioner's Exhibit 1573

13711

ence Lines, applies exclusively to steerage and /or third class transatlantic business and does not in any way refer to I or II class traffic or to traffic other than transatlantic. At least 100 copies of this circular to be placed at our disposal for use at our own discretion amongst our British agents."

Respectfully,

Petitioner's Exhibit 1573.

13712

G. No. 843.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, May 18th, 1910.

To the Parties:

*Compensation for fighting rates and Scandinavian
American Line.*

13713

According to the Agreement with the Scandinavian American Line the latter becomes a party to Agreement AA, and to the byelaws; this implies that the Scandinavian American Line have also to bear their share in the costs incurred for compensating the fighting steamers since March 1st. If this should not be the meaning, I shall be glad if the parties will please inform me of their opinion until 25th instant.

Respectfully,

H. PETERS, p. Mgr.

13714

Petitioner's Exhibit 1574.*G. No. 844.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 20th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 839.)

13715

The Holland America Line communicate that according to a cable received from New York the netrate for S. S. "Voluturno" scheduled to sail to-morrow has been reduced to \$22.— and that consequently they have asked the American Line to reduce the rate for the competing SS. "Newyork" 21st inst. to \$24.— less \$2.—

The sailing of the Compania which was advertised from Rotterdam on 14th inst. has been postponed until tomorrow.—197 passengers which had arrived at Rotterdam until May 10th for her were forwarded to Bristol to join the "Royal Edward."

Respectfully,

13716

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 23 May, 1910. Ansd.

Defendants' Exhibit 283.

13717

G. No. 845.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 21st, 1910.

To the Parties:

Revision of Byelaws. (G. No. 841.)

The Hamburg America Line member of the Special Committee appointed at the recent meeting to revise the byelaws states that by mistake byelaw 66 has been brought under the byelaws to Agreements V. & W. and that this should be altered, as byelaw 66 bears on steerage business and has nothing to do with the cabin agreements. The parties will easily persuade themselves by circular letter G. No. 237 that this observation is correct and that the question of the exchange of eastbound prepaid tickets was brought up exclusively as a matter appertaining to steerage business. I therefore shall take it that the parties agree to byelaw 66 being withdrawn from the additions to Agreements V & W and be added to the byelaws to Agreement AA unless I am informed to the contrary until 28th instant.

13718

13719

The Red Star Line wish to have ascertained what value is to be attributed to the byelaws and minutes which are not carried forward in the synopsis of byelaws as per G. 841; as this might become a question of importance in the event of later disputes and arbitration cases. Will the parties please let me know their view in this respect.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 23 May, 1910. Ansd.

13720

Defendants' Exhibit 284.*G. No. 846.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena

Jena, May 21st, 1910.

To the Parties:

Uranium SS. Co. Ltd. (G. No. 844.)

13721 The "Campania" left Rotterdam today's afternoon,
 she has obtained 787 steeragers and 40 cabin passen-
 gers. Of the steeragers 385 are for Halifax and 402
 for the U. S.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. May 23, 1910. Ansd.

Defendants' Exhibit 285.*G. No. 847.*

ATLANTIC CONFERENCE.

13722 Secretary's Office
 Telegraph Address:
 "Secretair," Jena

Jena, May 24th, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 846.)

S. S. "Vulturno" sailed Saturday May 21st from
 New York with 230 steeragers & 20 cabin passengers.
 Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 26 May. 1910. Ansd.

Defendants' Exhibit 286.

13723

*G. No. 848.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 26th, 1910.

To the Parties:

Thomson Line. (G. No. 815.)

The Hamburg American Line received the following Postal Card of the Thomson Line announcing reduction in prepaid rates which may be of interest to the parties.

13724

Thomson Line
 New Twin Screw Passenger Service
 Europe to Canada

Minneapolis Special Rate Card No. 6
Effective May 7, 1910

Reduction in Prepaid Rates

To Agents: You may now sell Prepaid Third Class
 Tickets at the following rates:

From Rotterdam	to	Quebec..	\$25.75	13725
" Antwerp	to	" ..	26.25	
" Libau (Russia)	to	" ..	34.00	
" London	to	" ..	25.00	
" Sweden, Norway and Denmark	to	" ..	31.50	
" Finland (Hangö, Abo and Helsingfors) ..	to	" ..	34.50	

U. S. Head Tax \$4.00 No Head Tax to Canada
 Important To Agents

Do Not issue Prepaid Tickets from Inland Points
 in Germany, Austria, Hungary, etc., as explained to

13726

Defendants' Exhibit 286

you before We Can Not (nor can any other Steamship Line) provide prepaid passengers with Continental Railroad tickets, as only the price of the ticket can be forwarded by our European Agents, causing needless delays in every instance. Instruct purchaser to forward cash to passenger, direct. Prepaid Tickets Should be Issued From European Seaports Only.

Head Agents,

THE ROBERT REFORD CO. Ltd.

Montreal, Canada.

H. E. LIDMAN,

General Agent,

208 South 4th Street,

Minneapolis, Minn., U. S. A.

13727

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Rec. 28 May, 1910. Ansd.

13728

Defendants' Exhibit 287.

13729

G. 849.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 26th, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 847.)

The Hamburg-American Line received following
 New York cable:

18730

"Vultorno hence May twentyfirst about two
 hundred steerage net rate about nineteen dollars
 also eighteen deported steamer Newyork May
 twentyfirst six hundred seventy-five continent-
 als at twenty-four less two also transferred two
 hundred thirty-seven Lapland thirty-six Cel-
 tic."

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 28 May, 1910. Ansl.

13731

13732

Defendants' Exhibit 288.*G. No. 850.*

ATLANTIC CONFERENCE

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 26th, 1910.

To the Parties:

Royal Line. (G. No. 791.)

13733

The Cie. Gle. Transatlantique send me a sailing bill & rate sheet of the Royal Line in which are advertised fortnightly sailings of the Royal Edward and Royal George. The rates quoted for the summer season are westbound:

I. Class. £ 18.—.—

II. " " 10.5.—

III. " " 6.—.— (head tax of 16 s.
 additional for steeragers to the U. S. A.)

The second and third class eastbound rates are the same as westbound.

Respectfully,

13734

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 28, May, 1910. Ansd.

Defendants' Exhibit 289.

13735

G. No. 851.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, May 27th, 1910.

To the Parties:

Royal Line.

The following telegram which I received from the Cunard Line I communicated to the Continental Lines only, as the British Lines I think are already acquainted with its contents, Liverpool: 26/5, 5.25

13736

"On behalf of British Lines Mr. Aitchison Anchor Line met representatives Royal line London Tuesday. Mr. Mackenzie Colonel Davidson and Mr. Peterson being present, they stated have every wish to work in friendly spirit with conference lines but felt they should build up agents organization before entering into agreement, which might limit their arrangements after discussion were favorably disposed come into agreement but make it a condition that Uranium company should also be arranged with although stated Royal line has no connection with Uranium company, latter are willing to receive approaches from continental lines. Royal line prepared maintain rates and conference commissions in every respect, Mackenzie returns Canada today but remaining representatives prepared to carry on negotiations."

13737

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 30 May, 1910. Ansd.

13788

Defendants' Exhibit 290.*G. No. 852.*

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, May 27th, 1910.

To the Parties:

Uranium S. S. Co. (G. 849.)

The steeragers which left Rotterdam May 21st on the S. S. Campania were composed as follows:

13739

Russia	290
Austria	218
Hungaria	80
Italy	78
Aremenia	59 (from England)
Bulgaria	16
Roumania	12
Servia	1
Turkey	15
Luxemburg	12
Germany	4
Holland	1

 786

13740

Royal Line (G. No. 850.)

On May 24th 35 steeragers were forwarded from Rotterdam to England for the "Royal George" which should leave Bristol on the 26th. The 35 steeragers were composed as follows:

Austria	16
Italy	9
Russia	6
Hungary	4

 35

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 30 May, 1910. Ansd.

G. No. 853.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, May 28th, 1910.

To the Parties:

Enclosed I beg to send one copy of the account of the expenses of the Secretary's Office for the year 1909 after it has been verified by the Hamburg-Amerika Linie: 13742

The expenses up to December 31st amount toM43670.14 inclusive interest charged at the rate of the German Imperial bank for loans against security.

To this amount has to be added interest from January 1st to May 31st 1910 at the rate of 6% from January 1/20, 5½% from January 21st to Feb'y 9th, 5% from February 10th to May 31st totalling in " 945.58 13743

M44615.72

13744

Defendants' Exhibit 291

The percentages for computation of this amount in accordance with Art. 23 are given in G. No. 382, viz:

	Mean %	Total amount due by the individual lines
Allan Line	2.70	M1204.62
Anchor Line	3.56	" 1588.32
Cunard Line	14.04	" 6264.05
Hamburg-Amerika Linie	15.55	" 6937.74
Holland-Amerika Linie	6.19	" 2761.71
Norddeutscher Lloyd	22.05	" 9837.77
13745 Red Star Line	8.885	" 3964.11
White Star Line	11.705	" 5222.27
American Line	7.485	" 3339.49
Dominion Line	2.905	" 1296.09
Canadian Pacific Ry. Co.	2.18	" 972.62
Russ. Eastasiatic SS. Co.	2.75	" 1226.93
	<hr/> 100.00 <hr/>	<hr/> M44615.72 <hr/>

I shall be obliged for remittance of the amount due by the individual lines.

Respectfully,

13746

Petitioner's Exhibit 1575.

13759

G. No. 854.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, May 30th 1910.

To the Parties:

Uranium SS. Co. (G. No. 852.)

The Holland America Line have appointed the
Norddeutscher Lloyd steamer "George Washington"
to compete with the "Campania." The rate for the
"George Washington" is \$27 less \$2 commission.

13760

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 1 Jun. 1910. Ansd.

13761

13762

Defendants' Exhibit 292.

G. No. 855.

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, May 30th 1910.

To the Parties:

Karlsberg, Spiro & Co.

From the Russian America Line I received the following letter (Translation):

13763

"From copy of our complaint which we lodged with the Police Office here on 20th inst. you will see in which way the Libau representatives of the British Lines proceed against us.

"When the steamer was about leaving we caused still two trouble-makers of the resp. firm who had sneaked into our waiting-hall and spread amongst the passengers all sorts of slander against us and the steamer 'Lituano.'

"The conduct of Karlsberg, Spiro & Co. is directly opposed to the spirit of our agreement and we ask therefore, referring to Appendix 2 of Agreement AA that the British Lines fine these agents for 1000 Roubles, and that they be disqualified in case of repetition.

13764

Awaiting your reply etc."

The complaint referred to above reads:

"To the Pristow of the II. District of Libau.

"When to-day there were in the office of our passenger department about 500 (?50) persons with the intention of booking the assistant of the chief of that department, Mr. N. Rosaler

Defendants' Exhibit 292

13765

perceived that two men had gathered a big crowd round them telling them all sorts of swindle and slander against the steamer *Lituania* 11th inst. *f. i.* the voyage would take 20 days, there were no sleeping room on the steamer etc. and trying to persuade them not to go by that steamer.

"When Mr. N. Rosaler appeared in the crowd which became more and more excited and tried to contradict those slanders and when he asked the two men to take a look at the steamer one of them asked that Mr. Rosaler might listen to him privately. Mr. Rosaler then took them into his private room. There it appeared that the two men were Israel Chenkin and Joseph Kelchensky. Chenkin then tried to induce Kelchensky to leave the room asking him to look alone at the steamer as he, Chenkin, had very little time to spare.

13766

"After Kelchensky had left the room and after a short conversation Chenkin told him, that he could influence the passengers by his agitation that they would not go by the '*Lituania*.' They would then book with Karlsberg, Spiro & Co. and in consideration he would get from this firm Rbl. 3 for each passenger. If the Russian America Line would pay him 100 roubles he would persuade the passengers to book for the '*Lituania*.' At this moment entered the room Chenkin's brother who introduced himself to Mr. Rosaler as Grigory Lewitin who had also been agitating and he confirmed what Chenkin had told.

13767

"As Mr. Rosaler liked to have a witness about Chenkin's declaration he asked our employee Mr. Birker into his room in whose presence Chenkin repeated his demand.

13768

Defendants' Exhibit 293

"As the proceeding of Chenkin and Lewitin is in our opinion a Schantasch (sic) we beg to request that they be called to account."

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 1 Jun 1910. Ansd.

13769

Defendants' Exhibit 293.

G. No. 856.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, May 31st 1910.

To the Parties:

Royal Line. (G. No. 851.)

13770 According to the Shipping Gazette the Royal Line had up to the present the following sailings:

	I. Class	II. Class	III. Class
"Royal Edward" May 12th:	50	150	500
"Royal George" " 26th:	35	120	400
	<hr/> 85	<hr/> 270	<hr/> 900

The above figures seem to be approximative only. If any one can get the exact figures and also statistics of the nationality of the steeragers it would be of interest.

Respectfully,

Petitioner's Exhibit 1576.

13771

G. No. 857.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, May 31st 1910.

Confidential

To the Parties:

I am informed that these last days Mr. Boas, Resident Director of the Hamburg America Line at New-York, has been summoned before the Grand Jury and has been examined by the state attorney on the essence and contents of the Agreements and Pools between the steamship Lines, on the appointment of fighting steamers and other measures and that in consequence Mr. Boas was enjoined to lay before the Grand Jury all pooling agreements.

13772

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 2 Jun. 1910 Ansd

13773

13774

Defendants' Exhibit 294.*G. No. 858.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 4th 1910.

To the Parties:

13775

Having audited the Statistics of the N. D. L. V. Lines, I intend to come to England for auditing the statistics of the British Lines about June 14th. I shall inform in due time the different parties when I expect to call on them.

Corrections which the parties still have to make for 1909 they will please report until June 13th.

Respectfully,

Defendants' Exhibit 295.*G. No. 859.*

ATLANTIC CONFERENCE.

13776

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 4th 1910.

To the Parties:

Uranium S. S. Co. (G. No. 854.)

The S. S. "Uranium" sailed today from Rotterdam with 49 cabin passengers and 642 steeragers of which 280 for Halifax.

Respectfully,

Petitioner's Exhibit 1577.

13777

G. No. 860.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 6th 1910.

To the Parties:

Royal Line. (G. No. 856.)

The White Star-Dominion Canadian Service write: 13778

"Referring to your G. 856 of May 31st, the
 following are actual carryings of the Royal
 Line steamers:

WESTBOUND.	I	II	III
"Royal Edward" May 12,	30	100	432
including 205 Continental.			
"Royal George" " 26,	28	86	260
including 100 Continental.			

EASTBOUND.

13779

"Royal Edward" May 26	60	58	50
-----------------------	----	----	----

"Westbound carryings Third Class other
 than Continental are all British. We have not
 particulars of the nationalities of the Contin-
 ental Passengers."

Respectfully,

13780

Petitioner's Exhibit 1578.*G. No. 861.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 7th 1910.

To the Parties:

Thomson Line. (G. No. 848)

13781 The White Star Line send me the following copy
 of letter of their London (City) Office:

"Thomson Line. We beg to inform you that
 the 'Cairnrona' which left London for Port-
 land on Friday last had only 96 passengers.

*"The next sailing of the Thomson Line will
 be the Steamship 'Tortona' which is expected
 to leave London on the 21st June."*

Respectfully,

13782

Petitioner's Exhibit 1579.

13783

G. No. 862.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, June 7th 1910.

To the Parties:

Revision of Byelaws. (G. No. 845)

I beg to send to-day definite copies of the synopsis of byelaws amended as per G. 845, according to which byelaw 66 has been ranged under the byelaws under Agreement AA and has been eliminated from the byelaws to Agreements V and W. The numbers of the byelaws have upon request not been changed;

13784

As to the question what value is to be attributed to byelaws and minutes not reprinted I beg to state as the view of the parties that for referring to them in case of differences of opinion or arbitration they retain their validity without reserve.

Respectfully,

13785

13786

Defendants' Exhibit 296.

G. No. 863.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 8th 1910.

To the Parties:

*Payments to and from the Russian East Asiatic S. S.
 Co.*

In conformity with Form 35, No. 5 the following
 payments are to be made for May:

13787

Allan Line	to Russian Eastasiatic SS. Co.	£ 76.—.—
Anchor Line	" " " "	" 15.—.—
American Line	" " " "	" 46.—.—
White Star Line	" " " "	" 134.—.—
Cunard Line	" " " "	" 49.—.—
Canadian Pacific Ry. Co.	" " " "	" 77.—.—
Russian East Asiatic SS. Co.	" N. D. L. V. Lines.	" 171.—.—
" " " " " " " "	" Dominion Line.	" 42.—.—

I beg to request the parties to make the payments
 as follows:

13788

Allan Line	to Russian Eastasiatic SS. Co.	£ 76.—.—
Anchor Line	" " " "	" 15.—.—
American Line	" " " "	" 46.—.—
Cunard Line	" " " "	" 47.—.—
White Star Line	" Continental Lines.	" 134.—.—
Cunard Line	" " " "	" 2.—.—
Canadian Pacific Ry. Co.	" " " "	" 35.—.—
Canadian Pacific Ry. Co.	" Dominion Line.	" 42.—.—

The payments for the Russian East Asiatic SS.
 Co. the respective parties will please send to the
 Danske Landmandsbank Hypothek—og Vekselbank
 Kopenhagen, to be credited to the Ostasiatische Kom-
 pagnie Kopenhagen, and inform the Russian Ameri-
 can Line at Libau of the payments accordingly.

Respectfully,

Defendants' Exhibit 297.

13789

G. No. 864.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 8th, 1910.

To the Parties:

Payments from the Scandinavian American Line.

13790

According to Form 41, No. 1 I beg to request the
 Scandinavian American Line to make the following
 payments for March, April & May:

To N. D. L. V. Lines.....	£ 1191.—.—
" Allan Line	" 128.—.—
" Anchor Line	" 102.—.—
" American Line	" 227.—.—
" Dominion Line	" 39.—.—
" White Star Line	" 403.—.—
" Cunard Line	" 393.—.—
" Canadian Pacific Ry. Co.	" 117.—.—

 £ 2600.—.—

13791

The Scandinavian American Line will please send
 their remittance for the N. D. L. V. Lines to me.

Respectfully,

(Stamped): North Atlantic Passenger Conference
 Received 10/6 1910 Acknl'd 1910 Answered
 1910.

13792

Defendants' Exhibit 298.*G. No. 865.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 8th 1910.

To the Parties:

13793

Payments for May.

According to Form 30, No. 5 I beg to request the parties to make the following payments for May:

Allan Line to Continental Lines	£ 1749.—.—
Dominion Line to American Line	" 4108.—.—
Dominion Line to Canadian Pacific	
Ry. Co.	" 152.—.—
Dominion Line to Donaldson Line	" 140.—.—
Dominion Line to Continental Lines	" 3323.—.—
White Star Line to American Line	" 343.—.—
Cunard Line to Continental Lines	" 8959.—.—

18794

 £18774.—.—

Respectfully,

Defendants' Exhibit 299.

13795

G. No. 866.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, June 8th 1910.

To the Parties:

Uranium S. S. Co. (G. No. 859.)

13796

The steamer "Volturno" which left New York on
May 21st arrived at Rotterdam June 4th, where she
landed 275 steerages and 15 deported passengers.

Respectfully,

13797

13798

Defendants' Exhibit 300.*G. No. 867.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 9th 1910.

To the Parties:

13799

*Notice of withdrawal of Messrs. Ismay, Imrie & Co.
 from Byelaw 22.*

Messrs. Ismay, Imrie & Co. write under date of 6th
 instant:

"In view of the negotiations which have been
 opened up with the Canadian Northern Rail-
 way which will probably be followed by an
 Agreement with them and the Uranium S. S.
 Co., we beg to give the required 30 days' notice
 of withdrawal from the fighting measures as
 per Minute No. 22."

Respectfully,

H. PETERS.

13800

P. S. Notices of withdrawal from byelaw 22 have
 also been received from the American and Dominion
 Lines.

Petitioner's Exhibit 1580.

13801

G. No. 868.

ATLANTIC CONFERENCE..

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 10th 1910.

To the Parties:

Uranium SS. Co. Ltd. (G. No. 854.)

13802

The Holland America Line write:

"* * * according to a cable received from New York the nett rate for ss. 'Campania' scheduled to sail on the 9th inst. has been reduced to \$22.— We have consequently asked the North German Lloyd to cable to their New York office to reduce the rate for ss. 'George Washington' June 9th (opposition steamer) to \$24 less \$2 commission, which please note."

Respectfully, —

13803

13804

Defendants' Exhibit 301.*G. No. 869.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 11th 1910.

To the Parties:

13805

Royal Line (G. 860.)

The Holland American Line communicate that on
 7/8 of June 10, passengers departed from Rotterdam
 for the Royal Edward viz:

	6	from Holland
10	"	Russia
70	"	Austria
2	"	Hungary
5	"	Turkey
16	"	Italy

 109

13806

Respectfully

Defendants' Exhibit 302.

13807

G. No. 870.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, June 11th 1910.

To the Parties :

Uranium S. S. Co. Ltd. (G. 859.)

13808

Of the passengers who had embarked at Rotterdam
 on the "Uranium" 4th inst. were from

Germany	2
Russia	244
Austria	173
Hungary	73
Italy	57
Turkey	52
England	3
Bulgaria	34
Roumania	4

 642

13809

Respectfully,

13810

Defendants' Exhibit 303.*G. No. 871.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 11th 1910.

To the Parties:

13811

Byelaw 22.

I received the following telegram from the Holland
 America Line:

13812

"G. 867, we certainly do not think that the
 result of preliminary conversation which has
 taken place between Mr. Aitchinson and Cana-
 dian Northern Railway is of such nature that
 after Mackenzie having left for Canada Agree-
 ment with Royal and Uranium Lines will soon
 follow, under these circumstances we cannot
 consider it wise policy to improve Uranium
 Lines position by withdrawal from minute 22
 which will enable them eventually show better
 statistics if later on negotiations should be
 opened. Please ask Immco reconsider notice."

which I communicated to Messrs Ismay, Imrie & Co.
 with the following addition:

"I beg to add that the feeling of Continental
 Lines generally is not in favor of approaching
 Uranium on their part."

Respectfully,

Defendants' Exhibit 304

13813

The following reply is at hand from Messrs Ismay, Immrie & Co.:

"In view decision arrived at at Paris meeting which indicated desirability make arrangement with Canadian Northern and Uranium Companies we feel the opportunity now presenting itself should be availed of and must adhere our notice withdrawal from Minute 22."

Defendants' Exhibit 304.

13814

G. No. 872.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, June 11th 1910.

To the Parties:

Uranium S. S. Co. (G. 868.)

13815

S. S. 'Campania' left New York June 9th with 10 cabin passengers and 275 steeragers.

Respectfully,

13816

Petitioner's Exhibit 1581.

G. No. 873.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, June 13th 1910.

To the Parties:

13817

Uranium S. S. Co. Ltd. (G. No. 872.)

According to another report the "Campania" from New York June 9th had about 180 steeragers at a net rate of about \$20 and 19 deported passengers, the competing S. S. "George Washington" sailed with 1005 steeragers at \$27 and \$24 less \$2.

Respectfully,

13818

Defendants' Exhibit 305.

13819

G. No. 874.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, June 13th, 1910.

To the Parties:

Monthly Statement A. C. and Canadian Lines.

13820

I regret that in Monthly Statement No. 5 (Form 31) it has been overlooked to insert the Donaldson Line's new share of 30% ; unless the Parties desire to have the accounts reprinted I intend to have the mistake corrected in the next issue.

I trust it will suit the parties to make the monthly payments as per G. 865 as the rectification of them is automatically done in the next Summary.

Respectfully,

13821

13822

Petitioner's Exhibit 1918.*G. No. 875.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address :
"Secretair," Jena.

Jena, June 14th, 1910.

To the Parties :

13823

Withdrawal from Byelaw 22.

The Cunard Line inform me under date of 13th inst., that they give notice of withdrawal from by-law 22 as revived under byelaw 104.

I think it goes without saying that if any line gives notice of withdrawal from byelaw 22 as revived under byelaw 104, all others must also be considered free, from the date when the notice of such line takes effect.

Respectfully,

P. S. Notice of withdrawal is also at hand from the Anchor Line.

13824

Defendants' Exhibit 306.

13825

G. No. 876.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, June 15th, 1910.

To the Parties:

Withdrawal from Byelaw 22. (G. No. 875.)

13826

The Canadian Pacific Ry. Co. in consequence of circular letters G 867 and 871 have given 30 days' notice of withdrawal from measures for meeting competition as per byelaw 22.

Respectfully,

13827

13828

Petitioner's Exhibit 1582.*G. No. 877.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 16th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 873.)

13829

The Holland America Line have appointed in opposition to S. S. "Uranium" scheduled to sail from New York 23rd instant, S. S. "Main" of the Norddeutscher Lloyd, leaving the same day; the rate has been fixed at \$27 less \$2 commission.

Respectfully,

Defendants' Exhibit 307.*G. No. 878.*

ATLANTIC CONFERENCE.

13830

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 17th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 870.)

S. S. "Voluturno" left Rotterdam yesterday afternoon with 533 steeragers, of which 245 are for Halifax, and 30 cabin passengers.

Respectfully,

Defendants' Exhibit 308.

13831

G. No. 879.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 22nd, 1910.

To the Parties:

Uranium S. S. Co., Ltd. (G. No. 878.)

13832

Of the passengers who departed by the "Volturno"
 on 16th instant were:

	15	from Germany.
188	"	Russia.
137	"	Austria.
50	"	Hungary.
2	"	England.
31	"	Italy.
50	"	Turkey.
35	"	Bulgaria.
22	"	Roumania.
1	"	Luxemburg.
3	"	Greece.

13833

 534

Respectfully,

13834

Defendants' Exhibit 309.*G. No. 880.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 23rd, 1910.

To the Parties:

13835

Byelaw 22.

According to the notices of withdrawal given, by-laws 22 and 104 become extinct on July 6th.

I hereafter beg yet to complete the sailing list of G. 812 out of which fighting steamers might be selected up to said date, as follows:

Saturday, July 2nd, "Caledonia," "Deutschland,"
 "Arabic," "Finland," "Philadelphia."

Tuesday, July 5th, "Kais. Wilhelm II," "Ryndam."

Respectfully,

18836

Defendants' Exhibit 310.

13837

G. No. 88r.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 24th, 1910.

To the Parties:

Thomson Line and Knie, Falk & Co., Libau.

13838

The Russian America Line write under date of 15th
 instant:

(Translation.)

"Today a woman appeared before us with a letter from Messrs. C. Morris & Co., London and as it is likely a non Conference Line we beg to enclose copy of the letter for your information.

"G. 848. Thomson Line. We are convinced that the firm of Knie, Falk & Co., of here are representatives of the Thomson Line for two reasons:

13839

"1) Knie Falk & Co. sell tickets from Libau to Quebec at Rbl. 82, without wanting to state the names of the respective line, and they are disqualified by all Conference Lines.

"2) The Thomson Line sell prepaid tickets from Libau and they therefore must also have a representative here; there are but two passenger agencies here and Messrs. Karlsberg Spiro & Co., will hardly accept the agency for a non Conference Line.

13840

Defendants' Exhibit 310

"If we are correctly informed the passengers are forwarded by the steamers of the Fore-nede, which sail every Thursday from here; perhaps one of the British Lines is in the position to investigate the matter in London."

A copy of the letter referred to is attached.

As per G 696 the firm of C. Morris & Co., London are booking passengers for the Thomson Line. I shall be obliged to learn whether any of the A. C. Lines can ascertain that also Messrs. Knie Falk & Co., are in connection with the Thomson Line.

13841

Respectfully,

Annexed to G. 881, 24/6 1910.

C. MORRIS & CO.,

General Railroad and Steamship Agents,
88-89 Fenchurch Street.

London, May 14th, 1910.

(Translation.)

13842 Mrs. Kuntz and Fam.

We have a prepaid for you from London to Mairess, Minna; our steamers will sail on May 24th and June 21st English style.

Please inform us, when you will be in London.

MORRIS & CO.

Defendants' Exhibit 311.

13843

G. No. 882.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 24th, 1910.

To the Parties:

Westbound Adjustment.

13844

On 14th inst, the Secretary of the B. L. telegraphed:

"Cunard Libau Marks 165 Basle Frcs. 165."

In reply to which at the request of the Hamburg American Line I telegraphed to the Cunard Line:

"You advance Libau Basle rate though 3544 in Minus please explain."

The Cunard Line on the 16th inst. wrote as follows:

"We are obliged for your telegram of the 15th instant reading: 'You advance Libau Basle rate though 3455 in Minus please explain.'"

13845

"Some weeks ago in view of our minus we made a reduction in the rate as a temporary measure, with the idea of ascertaining whether this would assist in the adjustment of the position. The rate however which we adopted, as you will be aware, was unremunerative and after going into the matter we decided to advance the rate somewhat, still of course keeping it below that of other companies. We satisfied ourselves beforehand that there was not

13846

Defendants' Exhibit 371

likely to be any material difference in the number of passengers we were obtaining and at the same time you will understand that our action was in accordance with the spirit of the agreement, which is that rates should be remunerative."

The following letter is now at hand from the Hamburg American Line:

13847

"On the 15th inst. we telegraphed you:

" 'According your telegram Cunard advances Libau-Basel though 3544 in minus, please explain' and thereupon received your reply that the Cunard Line had been induced to make this change because the rate was 'unremunerative.' However, we regret that we cannot admit this reason, as there is no foundation for it in the contract. The Cunard Line ought to have considered whether the rate was remunerative or not before adopting it. Now as a minus party the contract gives them no right to raise the rate. However there is yet another reason why we cannot give our consent to the advance made by the Cunard Line. At the beginning of February the Cunard Line stopped accepting Russians via Hamburg and Bremen, stating that their steamers were filled. This stoppage in the conveyance of Russians has hitherto not been cancelled. The control-stations and the Hamburg and Bremen agents of the Cunard Line are most strictly forbidden to book Russians for the Cunard Line. Consequently the Cunard Line, which received during the first seven weeks of 1910, 890 Russian cash passengers via Hamburg and Bremen, did not receive during the following eighteen weeks of this year more than 39. Now, if the Cunard

13848

Defendants' Exhibit 311

13849

Line, besides stopping the traffic via Hamburg and Bremen, also makes it, by means of an advance in rates, more difficult for Russian passengers to flow from Libau, one might suppose that the Cunard Line, in view of the rumors regarding Cholera, were anxious to withdraw from the carriage of Russian passengers. We do not wish to assert that such is really the intention of the Cunard Line, but we only say that it appears as if it were so, and this appearance we should like to see avoided in the general interest, in order not to create a precedent for the future.

13850

"As the percentages of the parties are based on the carriage of Russians, it is obvious that no party is allowed to claim dispensation from the conveyance of passengers of Russia.

"Our objection to the advance in rates we must therefore uphold. It is our opinion, that a party which has such a high minus as the Cunard Line, namely 3731, equal to more than 10% of its percentage, is not allowed to advance and that it has not the right to shut itself out from Russian business. Otherwise we should have to claim the same for ourselves. We beg you therefore to inquire of the Cunard Line whether they are ready to re-establish the old rate. If not, we beg you to submit the question to the arbitrator for decision."

13851

Will the Cunard Line please let me know their reply.

Respectfully,

13852

Defendants' Exhibit 312.*G. No. 883.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, June 25th, 1910.

To the Parties :

13853

Uranium S. S. Co., Ltd. (R. 879.)

At the request of the Holland America Line I beg
 to communicate the following letter of Director J. G.
 v. Reuchlin dated 23rd instant :

"With reference to the interview I had with
 Colonel Davidson on June 22nd. I may state
 the following:

"The British Lines are aware through the
 exchange of telegrams which has taken place
 previously, of the fact that the Continental
 Lines hold a different view of the nature of the
 understanding reached in Paris under Minute
 149.

13854

"From the report submitted by Mr. Aitchi-
 son the Continental Lines had the impression
 that Mr. Mackenzie and Col. Davidson had
 shown utter indifference as to coming into con-
 tact with the Continental Lines and the latter
 therefore feared that in formally opening nego-
 tiation with these gentlemen the latter might
 gain the impression that the Continental Lines
 were showing great anxiety to come to an un-
 derstanding with them.

"I was therefore gratified to learn from Mr. Aitchison that on his subsequent meeting with Col. Davidson, Saturday last the latter had expressed himself desirous of meeting the Continental Lines in either London or Liverpool, or even to the extent of going to the Continent for that purpose. Mr. Aitchison further acquainted me with the fact that the proper basis had been found for an agreement on rates and commissions both for British and Scandinavian business westbound and eastbound between the 'Royal' and British Conference Lines and that the completion of such an agreement only waited for the Continental Lines' coming to an arrangement with the Uranium Steamship Company. In the meantime having received word from Col. Davidson I went to see him and explained to him that having been informed that he had expressed a wish to see the Continental Lines, and being in London and having received his note, I had much pleasure in *personally* making his acquaintance, but not as a delegate of the Continental Lines, as I had no mission whatever. I told that I was not prepared to discuss either rates or commissions, but that I had simply in view to ask him frankly what his intentions were with the Uranium Steamship Company, which Line, I understood, was being controlled by the Canadian Northern Railway, and was competing with our company in the New York trade in which, to my knowledge, the Canadian Northern Railway as such had no natural interest.

13856

13857

"Col. Davidson replied that I had not been informed correctly, that the Uranium Co. had nothing to do either with the Canadian Northern Railway or with the firm of Messrs. Mac-

13858

Defendants' Exhibit 312

kenzie & Mann, but that it should be regarded as a very unwelcome inheritance left to Mr. Mackenzie personally who is the only one interested in this company.

13859

"Col. Davidson further explained that Mr. Mackenzie would never have started this line on his own initiative but that Mr. Petersen with whom he entertains friendly relations had interested him some years ago in his scheme of starting a direct line from the Continent to Canada and New York. Ever since that moment Mr. Mackenzie has been obliged to invest more money in this enterprise until in the beginning of this year, Col. Davidson had been invited by Mr. Mackenzie to look into the working of this line and its prospects. Col. Davidson had thereupon in February last advised Mr. Mackenzie to either abandon the line entirely or to reconstruct it by taking it out of the hands of Mr. Petersen and substituting a more careful and more economical management. Col. Davidson assured me that Mr. Petersen has now nothing to do any more with the Uranium Steamship Company. I did not want to ask why then Mr. Petersen had been present at the first meeting of Mr. Aitchison regarding the 'Royal' Line as I did not consider it wise to show that Mr. Aitchison had reported in detail to the Continental Lines.

13860

"Col. Davidson then said that in consideration of the large sums already expended in this line, Mr. Mackenzie finally decided to go on with it once more. Three steamers were acquired by purchase, the 'Uranium,' the 'Volturno' and the 'Campania,' and a new company had been formed, 'The Uranium Steamship Company.'

Defendants' Exhibit 312

13861

"In the course of the conversation which lasted over an hour and in which the land and rail interests of the Canadian Northern were fully discussed, I received the impression that whilst the Royal Line has been established by the Canadian Northern Railway with the firm intention to maintain it, it will largely depend on the results obtained with the Uranium Line whether the latter is going to be continued. Col. Davidson is fully convinced of the fact that the Canadian Northern Railway as such has no interest whatever in Mr. Mackenzie's maintaining a steamship service on New York. The passengers landed at Halifax are naturally to a certain extent interesting to their rail interests, but the majority of them lands in New York where practically all the cargo is discharged and eastbound all the cargo loaded, whilst the eastbound passengers come exclusively from the United States.

13862

"Col. Davidson at the end again approached the question as to whether I could not agree rates with the Uranium Co., but I told him that I was not prepared to discuss any agreement. He then asked me if I would report to the Continental Lines about our conversation and said that he should like to meet the Continental Lines but that he was leaving for Canada on July 7th. I replied that as far as I could see no meeting of the Continental Lines would take place before that date. Col. Davidson then continued that there were practically no more differences between Mr. Aitchison and himself with regard to the Royal Line but that he understood that the latter's admittance to the British Conference was dependent on an understanding being arrived at between the

13863

4
6
2
1

Defendants' Exhibit 312

13864

Continental Lines and the Uranium Steamship Co. I confirmed this, whereupon Col. Davidson remarked that he could not admit that these two questions should be mixed up; for him these were two separate questions which should be treated separately.

13865

"I consider this a very important point because it shows that there is great anxiety on the part of the Royal Line to be admitted to Conference. This should make the lines cautious; for the very reason why Col. Davidson wishes to separate these two questions, the lines must combine them.

"I may add that our conversation was carried on in a most friendly spirit and ended in the promise being made by Col. Davidson to return my visit in Rotterdam next week.

13866

"As I had no authority to act as a representative of the Lines, I refrain from making any recommendations. I judge that within short the Continental Lines after they shall have consulted each other will be in a position to state to the British Lines which course in their opinion should be pursued in dealing with the Royal and Uranium Lines; in the meantime I think no further steps should be taken.

Yours truly,

Signed J. G. REUCHLIN."

Respectfully,

H. PETERS,
J. Mgr.

Defendants' Exhibit 313.

13867

G. No. 884.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, June 25th, 1910.

To the Parties:

Uranium S. S. Co., Ltd. (G. No. 877.)

13868

S. S. "Uranium" left New York on 23rd inst. with about 140 steerage passengers at a net rate of about \$20, also 11 deported passengers. The opposing S. S. "Main" had 735 steerage passengers at the rate of \$27. Less \$2 Commission.

Respectfully,

P. S. According to another report the Uranium had obtained 350 steeragers and 10 cabin passengers.

13869

13870

Defendants' Exhibit 314.*G. No. 885.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, June 28th, 1910.

To the Parties:

Thomson Line. (G. 881.)

13871

As a matter of interest I beg to communicate the
 following correspondence of Mr. J. Morris junr, 9
 Brownlow Hill, Liverpool:

Liverpool le 14 Juin 1910.

Mess. T. Sulmoni et Cie,
 Gubiasco.

Mess.

13872

Je viens vous faire savoir que je suis nommée agent
 general pour L'Europa da la Cia "Thomson Line."
 Je viens savoir que vous pouvez envoyer grand nu-
 mero des voyageurs pour ca je viens vous faire savoir
 ca, et au mêmme temps je voudrais faire des affaires
 avec vous directment. Les prix sont des suivants:

d'Anvers a Quebec	£ 4.17.0	
" a New York	£ 5.12.0	} Le prix inclue la Head-Tax.
" a Boston	£ 6. 3.0	
" a Philadelphie	£ 6. 3.0	
" a Baltimore	£ 6.13.0	

Je vous assure que ce vous faites vos affaires avec
 moi directment, vous et tous les voyageurs seront
 bien attendu, et bien satisfaites. Notre prochain de-

Defendants' Exhibit 314

13873

part et par le bateau S. S. "Tortona" que salira le 21 Juin de Londre, le "Cairnrona" sentira le 2 Juillet de Londre. Mon agent a Basle est Mons. Ludwig Hess Breisacherst 52/2 Basle que fera le transport, des votre voyageurs jusqu'a Anvers ou si vous le desirez vous pouvez faire le transport par une autre person.

J'attends que vous faires le meillieur possible pour m'envoyer beaucoup des voyageurs pour les prochaine departs de Londre soit le 21 Juin ou le 2 Juillet.

En attends votre réponse.

Agreez Mess. mes salutations bien empressées.

Signd. J. MORRIS INR.

13874

Liverpool, June 17th, 1910.

Messrs. T. Sulmoni & Co.,
Gubiasco.

Dear Sir:

I beg to inform you that the S. S. Cairnrona will not sail from London until July 4th not the 2nd as stated in my previous letter. I can assure you, that if you will only send us a batch of passengers as a trial that you and your passengers will be highly satisfied. Hoping you will be able to see your way to send me a large number of passengers for our sailing from London, July 4th. Thanking you in anticipation, and awaiting your good news.

13875

I beg to remain,

Yours faithfully,

signd. J. MORRIS JUNR.

13876

Defendants' Exhibit 314

Giubiasco da Liverpool.

Consegnato li 23/VI
Sulmoni,
Giubiasco.

Accepterons voyageurs 5
Chelmes Moins du prix donnée.

MORRIS.

Mr. Morris is, if I am right the same agent who booked the Armenians for the former North West Transport Line.

13877

Further attached is a letter and a notice of Modeste Kilian representative of the Thomson Line at Antwerp, from which the parties will see that from August the Thomson Line will run their steamers from Southampton, instead of London.

The letter is addressed to the same firm T. Sulmonie & Co. Giubiasco, Switzerland as above; as they are booking for the Thomson Line I take it that no A. C. Line has any connection with T. Sulmonie & Co.

Respectfully,

13878

THOMSON LINE.

nach Quebec via London.

Anschluss Expeditionen ab Antwerpen.

- 18 Juni für Boppeschrauben Dampfer Tortona
- 2 Juli für Boppeschrauben Dampfer Cairnrona
- 4 August für Boppeschrauben Dampfer Cairnrona
- 18 August für Boppeschrauben Dampfer Tortona
- 17 September für Boppeschrauben Dampfer Cairnrona
- 1 October für Boppeschrauben Dampfer Tortona
- 29 October Boppeschrauben Dampfer Cairnrona

Defendants' Exhibit 314

13879

Passagiere müssen spätestens *einen Tag* vorher in Antwerpen eintreffen.

Für obige Abfahrten werden Durchbillete ausgegeben nach *New York, Philadelphia, Boston, Baltimore*, sowie nach allen tarifirten Eisenbahnstationen *Canada's* und der *Vereinigten Staaten* zu *reduzirten preisen*.

Für alle weitere Auskunft wende man sich an die

General Agentur:

Agence Generale Maritime

Modeste Kilian

Concessionirt von der Königl. Belg. Regierung

13880

Antwerpen

9 Rue de la Station (Central Bahnhof)

Passagiere welche über Wein reisen müssen sich 7 Tage vor den oben verzeichneten Abfahrtsdaten auf meiner Transit Agentur:

"Internationales Reisebüro."

4 Springergasse, Wein 11.

Melden, um die nöthigen Reise-instruktionen zu erhalten.

13881

Anvers (Belgique) Le 23/6, 1910.

Herrn,

Tech Sulmonie & Comp.

in Giubiasco,

Suisse.

Intiegend übersende ich Ihnen einige Listen mit der genauen Bezeichnung der Abfahrtstermine der Schiffe und theile Ihnen höfl. mit, dass ich für diese Anschlüsse Passagiere, ab Antwerpen nach.

13882

Defendants' Exhibit 314

Netto Preise.

Quebec	mit frs. 120.—	
New York	" " 140.—	
Philadelphia	" " 155.—	} Quebec Taxe inbegriffen.
Boston	" " 155.—	
Baltimore	" " 167.—	

Aufnehmen kann.—Bitte noch davon Notiz nehmen zu wollen, dass die Dampfer der "Thomsan Line" vom Monat August ab, von Southampton anstatt von London aus, fahren.

13883

Ich hoffe, dass die nachstfolgende Expedition Ihnen eine grössere Anzahl Passagiere zuziehen werden & Verbleibe.

Mit Hochachtung.

gez. M. KILIAN.

13884

Defendants' Exhibit 315.

13885

*G. No. 885.***ATLANTIC CONFERENCE.**

Jena, June 28th, 1910.

To the Parties:

Thomson Line (G. 881.)

As a matter of interest I beg to communicate the following correspondence of Mr. J. Morris, Inr., 9 Brownlow Hill, Liverpool:

Liverpool, June 14th, 1910.

Messrs. T. Sulmoni & Co.,
Gubiasco.

13886

Dear Sirs:

I beg to inform you that I have been appointed General European Agent for the Thomson Line. I have learnt that you can forward a large number of passengers; this is the motive for my writing you, and I should like to have direct dealings with you. The prices are as follows:

From Antwerp to	Quebec	£4.17.0	} This price includes the head tax.
" " "	New York	£5.12.0	
" " "	Boston	£6. 3.0	
" " "	Philadelphia	£6. 3.0	
" " "	Baltimore	£6.13.0	

13887

I can assure you that if you deal directly with me both you and all the passengers will be well attended to, and quite satisfied.

Our next sailing will be effected by the "Tortona" from London on the 21st June, the "Cairnrona" will sail from London on the 2nd July. My agent at Basle is Mr. Ludwig Hess, Breisacherstrasse, 52/2. He will look after the transportation of your passengers to Antwerp, or if you wish, you can cause the transport to be effected by another person.

13388

Defendants' Exhibit 315

I expect that you will do your best to send me a large number of passengers for the next sailings from London on 21st June and 2nd July.

Awaiting your reply,

Yours faithfully,

(Sgd.) J. MORRIS, JR.

THOMSON LINE.

To Quebec via London.

13889

Connecting sailings from Antwerp:

- 18th. June for the twin-screw steamer "Tortona."
- 2nd. July for the twin-screw steamer "Cairnrona."
- 4th. August for the twin-screw steamer "Cairnrona."
- 18th. August for the twin-screw steamer "Tortona."
- 17th. September for the twin-screw steamer "Cairnrona."
- 1st. October for the twin-screw steamer "Tortona."
- 29th. October for the twin-screw steamer "Cairnrona."

13890

Passengers much reach Antwerp at the latest one day before the day of the sailing.

In connection with the above sailings through tickets will be issued for New York, Philadelphia, Boston, Baltimore and all the stations of the United States and Canadian railways marked in the tariff at reduced rates.

For all further information apply to the General Agency:

Agence Generale Maritime.
(General Marine Agency)
Proprietor—Modeste Kilian—

Defendants' Exhibit 315

13891

Licensed by the Royal Belgian Government.
9 Rue de la Station (Central Station), Antwerp.

Passengers who travel via Vienna must present themselves 7 days before the sailing dates indicated above at my forwarding agency:

"The International Travel Office."

4 Springergasse, Vienna II.

In order to receive the necessary instructions concerning their journey.

13892

Antwerp (Belgium) 23/6/1910.

Messrs. Tech Sulmonie & Co.,
Giubiasco,
Switzerland.

I send enclosed some lists of the exact sailing dates and beg to inform you that I can take passengers for the sailings from Antwerp to:

	(Quebec	for Frs. 120	
	(New York	" " 140)	
Nett Price	(Philadelphia	" " 155)	} Quebec (head tax ?) in- cluded.
	(Boston	" " 155)	
	(Baltimore	" " 167)	

13893

I also ask you to kindly note that the steamers of the Thompson Line will start from Southampton instead of from London beginning from August.

I hope that the next sailing will bring you a larger number of passengers and remain,

Respectfully,

(Sgd.) M. KILIAN.

13894

Defendants' Exhibit 316.*G. No. 886.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, June 29th, 1910.

To the Parties:

13895

U. S. Citizens and II Cl. rates.

The Russian American Line have on inquiry from their New York agents with regard to the reimbursement of the U. S. headtax for cabin passengers, which by all lines and also the Russian American Line is included in the passage rate; the question is, how the lines act in case U. S. citizens cabin passengers claim the refund of the headtax, whether they reimburse it, though the passenger has not paid it or whether they refuse to do it. Will the Lines please let me have their replies.

Respectfully,

13896

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 1 Jul. 1910. Ansd.

Petitioner's Exhibit 1583.

13897

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, June 29th, 1910.

Anchor Line
Cunard Line
White Star Line

Royal Line

13898

I beg to confirm my yesterdays telegram reading:

"Regarding Royal Line Mr. Ballin wires he considers an early exchange of views between Anchor, Cunard, White Star and Continental Lines very desirable and proposes a meeting at London Savoy Hotel July eleventh. Please wire."

The parties having consented I telegraphed today:

"Meeting eleventh July Savoy Hotel London agreed."

which I beg to confirm.

13899

Respectfully,

13900

Defendants' Exhibit 317.*G. No. 887.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, June 30th, 1910.

To the Parties :

Strassers Statistics.

13901

In the eastbound Strasser's Statistic Final 1909, (Form 24, No. 1302) there are two misprints in the saloon numbers of the Hamburg America Line (last page) for the year 1907. The first figure for fast steamers should read 2050, the second for ordinary steamers should read 11610. I beg to request the parties to kindly enter the correct figures in their forms.

Respectfully,

13902

Defendants' Exhibit 318.

13903

G. No. 888.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, June 30th. 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 884.)

13904

The steamer "Campania" which left New York on the 9th inst. arrived at Rotterdam on June 20th where she landed 250 passengers.

Respectfully,

H. PETERS.

P. S. S. S. "Campania" left Rotterdam yesterday with 44 cabin passengers and 395 steeragers, of the latter 181 are with Halifax as destination.

13905

13906

Defendants' Exhibit 319.*G. No. 889.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 2nd 1910.

To the Parties:

13907

Compensation for fighting rates for SS. "Philadelphia" April 2nd, S.S. "St. Paul," April 30th, S.S. "Kroonland" April 2nd, SS. "Finland" April 9th SS. "Adriatic" March 12th (G. 818)

The following bills for passengers carried at fighting rates have been presented by:

1) American Line, Southampton:

To amount of compensation due to the S. S. "Philadelphia" from New York April 2nd (*vide G. 798*) for passengers transferred from S. S. "Laurentic" which sailed April 2nd: which passengers were booked at the competition rate

13908

21 1/2 Adults @ \$3.00 per Adult = \$64.50

To amount of compensation due to the S. S. "St. Paul" sailed from New York April 30th (*vide G. 829*) for passengers booked at competition rate of \$27.00 per passenger (adults)

Adults. children infants

332 30 25 = 347 adults
 at \$3. = \$1041.00

\$1105.50

Defendants' Exhibit 319

13909

2) Red Star Line:

Fighting S/S "Kroonland" 2nd April.

362/1, 31/2, 18/0 transferred ex "Laurentic"

regular rate \$ 35.—

fighting rate \$ 27.— (G. 798)

compensation \$ 3.—

377 1/2 at \$ 3.—=

\$ 1132.50

Fighting S/S "Finland" 9th April.

12/1, transferred ex "Adriatic"

regular rate \$ 35.—

fighting rate \$ 27.— (G. 797)

compensation \$ 3.—

12 at \$ 3.— =

\$ 36.00

\$ 1168.50

13910

3) White Star Lines:

Compensation due to the SS. "Adriatic" voy. 37 east from New York, March 12th (*vide* G. 777) in competition with the North West Transport Cos. Steamer S. S. "Campania" March 12th

190 adults, 22 children 8 infants

220 adults @ \$ 3.— =

\$ 603.—

The bills have been verified and found in accordance with the passenger manifests.

13911

The Scandinavian American Line having consented to contribute to the expenses incurred for passengers carried at cut rates since March 1st the percentages are to be ascertained as follows:

The eastbound percentages under Agreement AA are:

Allan Line	4.95%
Anchor Line	3.93%

13912

Defendants' Exhibit 319

Cunard Line L'pool	12.77%
“ “ Fiume	2.35%
Hapag	12.58%
Nasm	6.10%
Lloyd	18.56%
Red Star Line	8.56%
White Star Line	15.49%
American Line	8.72%
Dominion Line	1.50%
Canpac	4.49%

 100.00%

13913

Transat by Agreement with the N. D. L. V. since June 1st 1909 participate with a percentage of 10.05% in the eastbound business of the N. D. L. V. Lines; the remaining 89.95% of the N. D. L. V. Lines are equal to 45.80% of the 4 N. D. L. V. Lines under Agreement AA, so that Transats share under Agreement AA is = $45.80 \times 10.05 : 8995 = 5.12\%$. The total of percentages is therefore 105.12% which reduced to 100 makes the percentages:

13914

Allan Line	4.71%
Anchor Line	3.74%
Cunard Line	14.38%
Hapag	11.97%
Nasm	5.80%
Lloyd	17.65%
Red Star Line	8.14%
White Star Line	14.74%
American Line	8.30%
Dominion Line	1.43%
Canpac	4.27%
Transat	4.87%

 100.00%

Defendants' Exhibit 319

13915

Austro's share is 4% of the 4 N. D. L. V. Lines, the remaining 96% of the N. D. L. V. Lines are equal to 43.56% of the above N. D. L. V. Lines, so that Austro's share is 1.82%.

The total of the percentages of 101.82 reduced to 100 is:

Allan Line	4.63%
Anchor Line	3.67%
Cunard Line	14.12%
Hapag	11.76%
Nasm	5.70%
Lloyd	17.33%
Red Star Line	7.99%
White Star Line	14.48%
American Line	8.15%
Dominion Line	1.41%
Canpac	4.19%
Transat	4.78%
Austro	1.79%

13916

 100.00%

In accordance with Article 24 of Agreement BB the Russian American Line participate with 3% in the A. C. percentages which is $(93, 43 \times 3 : 97) = 2.80\%$ of the A. C. Lines inclusive of Transat and Austro, the total of 102.80% reduced to 100 gives:

13917

Allan Line	4.50%
Anchor Line	3.57%
Cunard Line	13.74%
Hapag	11.44%
Nasm	5.54%
Lloyd	16.86%
Red Star Line	7.77%
White Star Line	14.09%
American Line	7.93%

13918

Defendants' Exhibit 319

Dominion Line	1.37%
Canpac	4.08%
Transat	4.65%
Austro	1.74%
Russ. American Line	2.72%
	<hr/>
	100.00%

The Scandinavian American Line join the A. C. Lines with a percentage of 3.94% which corresponds $(90.81 \times 3.94 : 96.06)$ to 3.72% of the above percentages exclusive of Transat, Austro & Russian American Line; the total of the percentages is therefore 103.72% which reduced to 100 results in the following percentages:

	Allan Line	4.34%
	Anchor Line	3.44%
	Cunard Line	13.25%
	Hapag	11.03%
	Nasm	5.34%
	Lloyd	16.26%
	Red Star Line	7.49%
	White Star Line	13.58%
	American Line	7.65%
	Dominion Line	1.32%
18920	Canpac	3.93%
	Transat	4.48%
	Austro	1.68%
	Rusamerika	2.62%
	Scand. American L.	3.59%
		<hr/>
		100.00%

Defendants' Exhibit 319

Finally the Allan Line's share is to be borne by all parties in proportion to each Line's share which changes the above percentages as follows:

due to

		American Line	Red Star Line	White Star Line
Anchor Line	3.59%	\$ 39.69	\$ 41.95	\$ 21.65
Cunard Line	13.85%	153.11	161.84	83.52
Hapag	11.53%	127.46	134.73	69.53
Nasim	5.58%	61.69	65.20	33.65
Lloyd	17.00%	187.93	198.64	102.51
Red Star Line	7.83%	86.56	91.49	47.21
White St. Line	14.20%	156.98	165.93	85.63
American Line	8.00%	88.44	93.48	48.24
Dominion Line	1.38%	15.25	16.12	8.32
Canpac	4.11%	45.44	48.02	24.78
Transat	4.68%	51.74	54.69	28.22
Austro	1.76%	19.46	20.57	10.61
Rusamerika	2.74%	30.29	32.02	16.52
Scand. American L.	3.75%	41.46	43.82	22.61
	<u>100.00</u>	<u>\$1105.50</u>	<u>\$1168.50</u>	<u>\$603.</u>

Will the Lines please pay the amounts to the American, Red Star Line & White Star Line respectively.

Defendants' Exhibit 319

In G. 818 the compensation-payments for the S.S. "Rhein" March 5th and s.s. "Darmstadt" March 19th have been submitted, as the Scandinavian American Line agreed to contribute, the following adjustment of the bill has yet to take place:

			Paid as per G. 818	Difference to be paid by Scand. Americ. L.
Anchor Line	3.59%	\$ 81.13	\$ 84.52	\$ 3.39
Cunard Line	13.85%	313.01	324.76	11.75
Hapag	11.53%	260.58	270.52	9.94
Nasm	5.58%	126.11	131.08	4.97
Lloyd	17.—%	384.20	398.67	14.47
Red Star Line	7.83%	176.96	183.96	7.—
White Star Line	14.20%	320.92	332.90	11.98
American Line	8.—%	180.80	187.36	6.56
Dominion Line	1.38%	31.19	32.54	1.35
Canpac	4.11%	92.89	96.28	3.39
Transat	4.68%	105.77	110.06	4.29
Austro	1.76%	39.77	41.13	1.36
Rusamerika	2.74%	61.92	66.22	4.30
Scand. American L.	3.75%	84.75	—	—
	<u>100.00%</u>	<u>\$2260.—</u>	<u>\$2260.—</u>	<u>\$84.75</u>

Which amounts the Scandinavian American Line will be good enough to remit to the respective parties.

Respectfully,

H. PETERS.

Mgr.

Defendants' Exhibit 320.

13927

G. No. 899.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 4th 1910.

To the Parties:

Westbound Adjustment (G. 882).

13928

The Cunard Line write on June 30th:

"We are favored with your G. No. 882 of the 24th June, and note the comments of the Hamburg Amerika Line upon our recent alteration in Westbound rates.

"In confirming what we wrote to you on the 16th instant (G. No. 882) we are sorry to say that we cannot agree with the criticisms of the Hamburg Line.

"In the first place, with each Line endeavoring to carry its allotted percentage, our contention that the rates are to be remunerative will we think be recognized and admitted by all Lines to be the fundamental basis of the agreement. Commentary A to Article 11 supports our view, and the Secretary himself has stated over and over again that this is the object of a pool.

13929

"Bearing this in mind, we feel that we have only carried out the intent of the Agreement in bringing our rates back to a basis where we can make ends meet, and which while at the same time preserving a certain degree of inferiority to the rates of the other Lines, will

18930

Defendants' Exhibit 320

we hope enable us to reach a proper adjustment in due course.

13931

"While we do not feel called upon to enter into details of the carryings of Russian Passengers by our Line, a reference to Strasser's statistics showing the nationality of steerage passengers carried between January 1st and 30th April 1910 will show that we carried a larger number of Russians than any other British Line. The fact that an outbreak of cholera was reported to have occurred in Russia had no bearing whatever on the alteration made in our Libau rate, which we think the Lines will appreciate.

13932

"Lastly, we are afraid that we are unable to appreciate why the question should be arbitrated. The position of our rate at Libau is exactly the same as the position occupied by the Lloyd, as outlined in the Secretary's memo G. 216, that is, we are the lowest, and any further reduction would not alter the situation. Our minus being in our opinion merely a temporary depression, we must ask the same consideration under the terms of the agreement as that extended to the Continental Lines, vide, the Secretary's memo G. 216 above referred to, also letter of the Lloyd in G. 420 commenting on British Lines position generally. We anticipate that when the Autumn movement sets in we shall speedily alter our position."

Respectfully,

Defendants' Exhibit 321.

13933

G. No. 891.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 6th 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 888.)

13934

The following figures show the nationality of passengers who departed by SS. "Uranium" on June 30th for Halifax/New York:

from	Germany	8
"	Russia	133
"	Austria	115
"	Hungary	47
"	Italy	25
"	Turkey	47
"	Roumania	19
"	Bulgaria	1
		<hr/>
		395
		<hr/>

13935

Respectfully,

13936

Defendants' Exhibit 322.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 6th, 1910.

Anchor Line
Cunard Line
White Star Line

13937 As stated in my today's telegram the Meeting at the Savoy Hotel on the 11th instant will commence at 10 a. m.

On the Agenda is:

"Royal Line & Uranium SS. Co. Ltd."

Respectfully,

13938

Defendants' Exhibit 323.

13939

G. No. 892.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 7th 1910

To the Parties:

Westbound Adjustment. (G. 890.)

13940

The Hamburg Amerika Linie write:

"In reply to circular letter G. 890 we beg to say, that the Cunard Line are right in saying that an adjustment is to be effected by raising the rates. However, this advance has of course to be made by the plus-parties, not, as Cunard Line erroneously assume, by the minus-parties. After having to our regret failed to convince the Cunard Line, and as the question of discretionary alteration of rates must surely eventually be settled, we herewith request you kindly to submit the question for decision to the arbitrator. In view of article 24 clause c we at the same time beg you to ask the Cunard Line, whether Mr. Wilding is agreeable to them as sole arbitrator or whom else they nominate as their arbitrator. We for our part, agree to Mr. Wilding as sole arbitrator."

13941

Will the Cunard Line please inform me whether they agree that Mr. Wilding acts as sole arbitrator.

Respectfully,

13942

Defendants' Exhibit 324.

G. No. 893.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 8th, 1910.

To the Parties:

13943

Compensation for fighting rates for SS. "Philadelphia" April 2nd, SS. "St. Paul" April 30th, SS. "Philadelphia" May 7th, SS. "Kroonland" April 2nd, SS. "Finland" April 9th, SS. "Adriatic" March 12th, SS. "Laurentic" April 2nd, SS. "Adriatic" April 9th (G. 818).

I regret to say that an error has occurred on page 4 of G. 889 in so far as the calculation ($93, 43 \times 3 : 97$) is 2.89% instead of 2.80%; in consequence hereof the account has to be made up anew. I also take the opportunity to liquidate at the same time the amounts for some other fighting steamers, for which the bills in the meantime have come to hand; the complete account is:

13944

Bills presented by

1) American Line, Southampton:

a) To amount of compensation due to the SS. "Philadelphia" from New York April 2nd (vide G. 798) for passengers transferred from SS. "Laurentic" which sailed April 2nd, which passengers were booked at the competition rate

21 1/2 adults @ \$3.00 per Adult = \$64.50

Defendants' Exhibit 324

13945

b) To amount of compensation due to the SS. "St. Paul" sailed from New York April 30th (vide G. 829) for passengers booked at competition rate of \$27.00 per passenger

Adults children infants

33² 30 25 = 347 adults

at \$3.— = \$1041.00

c) To amount of compensation due to the SS. "Philadelphia" sailed from New York May 7th, for passengers booked at competition rates (as per G. 837) viz:

Adults children infants

45¹ 49 19 = 475½ ad.

at \$3.— = \$1426.50

13946

\$2532.00

2) Red Star Line:

a) *Fighting s/s "Kroonland" 2nd April.*

362/1, 31/2, 18/0, transferred ex "Laurentic"

regular rate \$35.—

fighting rate \$27.— (G. 798)

compensation \$3.—

377½ at \$3.— = \$1132.50

b) *Fighting s/s "Finland" 9th April.*

13947

12/1, transferred ex "Adriatic"

regular rate \$35.—

fighting rate \$27.— (G. 797)

compensation \$ 3.—

12 at \$ 3.— = \$ 36.—

\$1168.50

13948

Defendants' Exhibit 324

3) White Star Line:

a) Compensation due to the SS. "Adriatic" voy. 37 east from New York, March 12th (vide G. 777) in competition with the North West Transport Co.'s Steamer S. S. "Campania" March 12th

190 adults, 22 children, 8 infants

201 adults @ \$3.— = \$ 603.—

13949

b) Compensation due to the S. S. "Laurentic" voy. 10 east from New York, April 2nd in competition with the North West Transport Co.'s Steamer S. S. "Volturno" (as per G. 798)

573 adults, 48 children @ \$3. — = \$1791.—

c) Compensation due to the S. S. "Adriatic" voy. 38 east from New York, April 9th in competition with the North West Transport Co.'s Steamer S. S. "Volturno" (as per G. 806/811)

436 adults, 36 childr. 21 inf. Rate \$27.— @

\$3.— = \$1482.—

471 adults, 29 childr. 18 inf. Rate \$24.— @

\$6.— = \$2913.— \$4395.—

13950

\$6789.—

The bills have been verified and found in accordance with the passenger manifests.

The Scandinavian American Line having consented to contribute to the expenses incurred for passengers carried at cut rates since March 1st the percentages are to be ascertained as follows:

The east bound percentages under Agreement A.A. are:

Defendants' Exhibit 324

13951

Allan Line	4.95%
Anchor Line	3.93%
Cunard Line L'pool	12.77%
" " Fiume	2.35%
Hapag	12.58%
Nasm	6.10%
Lloyd	18.56%
Red Star Line	8.56%
White Star Line	15.49%
American Line	8.72%
Dominion Line	1.50%
Canpac	4.49%

13952

 100.00%

Transat by Agreement with the N. D. L. V. since June 1st 1909 participate with a percentage of 10.05% in the eastbound business of the N. D. L. V. Lines; the remaining 89.95% of the N. D. L. V. Lines are equal to 45.80% of the 4 N. D. L. V. Lines under Agreement AA, so that Transat's share under Agreement AA is $= 45.80 \times 10.05 : 8995 = 5.12\%$. The Total of percentages is therefore 105.12%, which reduced to 100 makes the percentages:

Allan Line	4.71%
Anchor Line	3.74%
Cunard Line	14.38%
Hapag	11.97%
Nasm	5.80%
Lloyd	17.66%
Red Star Line	8.14%
White Star Line	14.74%
American Line	8.29%
Dominion Line	1.43%
Canpac	4.27%
Transat	4.87%

13953

 100.00%

13954

Defendants' Exhibit 324

Austro's share is 4% of the 4 N. D. L. V. Lines, the remaining 96% of the N. D. L. V. Lines are equal to 43.55% of the above N. D. L. V. Lines so that Austro's share is 1.82%.

The Total of the percentages of 101.82% reduced to 100 is:

	Allan Line	4.63%
	Anchor Line	3.67%
	Cunard Line	14.12%
	Hapag	11.76%
	Nasm	5.70%
13955	Lloyd	17.34%
	Red Star Line	8.00%
	White Star Line	14.48%
	American Line	8.14%
	Dominion Line	1.40%
	Canpac	4.19%
	Transat	4.78%
	Austro	1.79%
		<hr/>
		100.00%

In accordance with Article 24 of Agreement BB the Russian American Line participate with 3% in the A. C. percentages which is $(93.43 \times 3:97) = 2.89\%$ of the A. C. Lines inclusive of Transat and Austro, the total of 102.89% reduced to 100 gives:

13956	Allan Line	4.50%
	Anchor Line	3.57%
	Cunard Line	13.72%
	Hapag	11.43%
	Nasm	5.54%
	Lloyd	16.85%
	Red Star Line	7.78%
	White Star Line	14.07%
	American Line	7.91%

Defendants' Exhibit 324

13957

Dominion Line	1.36%
Canpac	4.07%
Transat	4.65%
Austro	1.74%
Russ. American L.	2.81%
	<hr/>
	100.00%

The Scandinavian American Line join the A. C. Lines with a percentage of 3.94%, which corresponds ($90.80 \times 3.94 : 96.06$) to 3.72% of the above percentages exclusive of Transat, Austro & Russian American Line; the total of the percentages is therefore 103.72%, which reduced to 100 results in the following percentages:

13958

Allan Line	4.34%
Anchor Line	3.44%
Cunard Line	13.23%
Hapag	11.02%
Nasm	5.34%
Lloyd	16.25%
Red Star Line	7.50%
White Star Line	13.56%
American Line	7.63%
Dominion Line	1.31%
Canpac	3.92%
Transat	4.48%
Austro	1.68%
Rusamerika	2.71%
Scand. American L.	3.59%
	<hr/>
	100.00%

13959

Finally the Allan Line's share is to be borne by all parties in proportion to each Line's share which changes the above percentages as follows:

Defendants' Exhibit 324

		<i>American Line</i>	<i>due to Red Star Line</i>	<i>White Star L.</i>
Anchor Line	3.59%	\$ 90.90	\$ 41.95	\$ 243.72
Cunard Line	13.83%	350.17	161.60	938.92
Hapag	11.53%	291.94	134.73	782.77
Nasm	5.58%	141.29	65.20	378.83
Lloyd	16.99%	430.19	198.53	1153.45
Red Star Line	7.84%	198.51	91.61	532.26
White Star Line	14.17%	358.78	165.58	962.00
American Line	7.98%	202.05	93.25	541.76
Dominion Line	1.37%	34.69	16.01	93.01
Canpac	4.10%	103.81	47.91	278.35
Transat	4.68%	118.50	54.68	317.72
Austro	1.76%	44.56	20.56	119.49
Rusamerika	2.83%	71.66	33.07	192.13
Scand. American L.	3.75%	94.95	43.82	254.59
		<hr/>	<hr/>	<hr/>
		100.00%	\$2532.—	\$1168.50
		<hr/>	<hr/>	<hr/>
			\$1168.50	\$6789.00
			<hr/>	<hr/>

Will the Lines please pay said amounts to the American, Red Star Line & White Star Line respectively.

In G. 818 the compensation-payments for the S. S. "Rhein" March 5th and S. S. "Darmstadt" March 19th have been submitted, as the Scandinavian American Line agreed to contribute, the following adjustment of the bill has yet to take place:

Defendants' Exhibit 324

			<i>Paid as per G. 818</i>	<i>Difference to be paid by Scand. Americ. Line</i>
Anchor Line	3.59%	\$ 81.13	\$ 84.52	\$ 3.39
Cunard Line	13.83%	312.56	324.76	12.20
Hapag	11.53%	260.58	270.52	9.94
Nasim	5.58%	126.11	131.08	4.97
Lloyd	16.99%	383.97	398.67	14.70
Red Star Line	7.84%	177.18	183.96	6.78
White Star Line	14.17%	320.24	332.90	12.66
American Line	7.98%	180.35	187.36	7.01
Dominion Line	1.37%	30.96	32.54	1.58
Canpac	4.10%	92.66	96.28	3.62
Transat	4.68%	105.77	110.06	4.29
Austro	1.76%	39.78	41.13	1.35
Rusamerika	2.83%	63.96	66.22	2.26
Scand. American L.	3.75%	84.75	—	—
	<u>100.00%</u>	<u>\$2260.—</u>	<u>\$2260.—</u>	<u>\$84.75</u>

which amounts the Scandinavian American Line will be good enough to remit to the respective parties.

Will the parties please cancel and destroy G. No. 889.

Respectfully,

H. PETERS.

(Stamped): Received 18 July 1910. Ansd.

13966

Defendants' Exhibit 325.

G. No. 894.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 8th, 1910.

To the Parties:

13967

Uranium S. S. Co. Ltd. (G. No. 884)

S. S. "Uranium" which left New York on June 23rd arrived at Rotterdam on the 5th instant where she disembarked 350 steeragers, 20 cabin passengers and 10 deported passengers.

Respectfully,

13965

Defendants' Exhibit 326.

13969

G. No. 895.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 9th, 1910.

To the Parties:

Payments for June.

13270

According to Form 30, No. 8 I beg to request the parties to make the following payments for June:

Continental Lines	to American Line	£ 875.—.—
Anchor Line	" Allan Line	339.—.—
" "	" Donaldson Line	95.—.—
Dominion Line	" American Line	3435.—.—
Cunard Line	" American Line	1205.—.—
" "	" White Star Line	4217.—.—
" "	" Canadian Pacific Ry. Co.	512.—.—
" "	" Donaldson Line	577.—.—

 £11255.—.—

13971

Respectfully,

13972

Defendants' Exhibit 327.*G. No. 896.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 11th, 1910.

To the Parties:

13973

Payments from the Scandinavian-American Line.

I beg to request the Scandinavian-American Line to
 make the following payments for June in conformity
 with Form 41, No. 2 direct to the respective parties:

to Continental Lines	£1280.—.—
" Allan Line	" 139.—.—
" Anchor Line	" 110.—.—
" American Line	" 244.—.—
" Dominion Line	" 42.—.—
" White Star Line	" 433.—.—
" Cunard Line	" 423.—.—
" Canadian Pacific Ry. Co. ..	" 125.—.—

13974

 £2796.—.—

The amount for the Continental Lines the Scandi-
 navian American Line will please remit to me.

Respectfully,

Defendants' Exhibit 328.

13975

G. No. 897.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 11th, 1910.

To the Parties:

Payments from the Russian East-Asiatic S. S. Co.

13976

I beg to request the Russian East-Asiatic S. S. Co.
 to make the following payments for June in accordance with Form 35, No. 6, direct to the respective parties:

to Continental Lines	£1881.—.—
" Allan Line	" 29.—.—
" Anchor Line	" 105.—.—
" American Line	" 209.—.—
" Dominion Line	" 131.—.—
" White Star Line	" 279.—.—
" Cunard Line	" 425.—.—
" Canadian Pacific Ry. Co. ..	" 9.—.—
	" <u>£3068.—.—</u>

13977

Respectfully,

13978

Defendants' Exhibit 329.*G. No. 898.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 11th, 1910.

To the Parties:

13979

First and Second class rates of S. S. "Franconia."

Mr. Wilding has sent me the annexed award concerning First and Second-Class Rates of S. S. "Franconia."

The Cunard Line will please remit to me £5.5.0 for the Arbitrator.

Respectfully,

H. PETERS,
 p. T. P.

(Stamped): Received 13 Jul. 1910 Ansd.

13980

Defendants' Exhibit 329

13981

Annex to G. 898. 11/7, 1910.

The Moorings
Bassett
Southampton

July 8th, 1910.

S. S. Franconia.

Under Minute 152 of the Atlantic Conference Meeting held at Paris 5th May 1910, the First and Second-Class Rates that the Cunard Line proposed to charge for the S. S. Franconia were referred to me for arbitration.

The gross tonnage is stated at about 18,000 and the speed called for in the specification is 16 knots and I have to thank the Cunard Company for affording me an opportunity of inspecting the plans showing the Passenger arrangements of this Steamer.

13982

For the reasons stated in the fifth and sixth paragraphs of my Award dated 14th January 1909 concerning the "George Washington," "Berlin," "Cleveland" and the "Cincinnati" I consider the definite classification of the "Franconia" is not possible and that the Rates I now fix are provisional Rates to be charged for this Steamer, say, to the 30th November 1911 and that the Rates to be charged subsequently should be determined by agreement or arbitration after the Steamer is running.

13983

The trade and services in which the steamers were engaged were evidently taken into consideration in fixing the Rates established by Agreements (V) and (W) and therefore under the last section of Rule 1, Agreement (V) and Clause C of Rule 1 of Agreement (W) the trade and service in which the Steamer is to be engaged should be taken into consideration in fixing Rates for the new Steamer.

It is intended that the "Franconia" shall be engaged in the Cunard Line Services between Boston and

13984

Defendants' Exhibit 329

Liverpool and New York and the Mediterranean and whilst there may be some ground for the Cunard Company's claim that the Rates for a steamer engaged in the Boston-Liverpool trade should not be so high as for the same steamer engaged in the New York-Liverpool trade there is not any ground for claiming that the steamer when engaged in the New York-Mediterranean trade should charge lower Rates than if she was engaged in the New York-Liverpool trade.

13985

Agreement (X) provides "That the steamers mentioned above when entering or engaged in the Mediterranean trade be rated the same as in the North Atlantic trade."

I have therefore fixed the provisional Rates to be charged for the "Franconia" when engaged in the Boston-Liverpool Service also the provisional Rates to be charged if she is engaged in the New York-Liverpool Service and the First-Class Rate fixed for the New York-Liverpool Service will apply when she is engaged in the Mediterranean trade. Agreement (X) does not apply to Second-Class business but provides that Second-Class Rates are to be arranged by New York Conference so I fix no Second-Class Rates for "Franconia" in Mediterranean trade.

13986

The provisional Rates in the Liverpool-Boston trade to be:

First-Class£18.

Second-Class£10.

and in the New York-Liverpool trade:

First-Class£19.

Second-Class£10.10.0.

The Second-Class Rates include the advance of 10/- agreed to by Minute 154.

signed HY. WILDING.

My fee £5:5:0. to be paid by Cunard Line.

(Stamped): Received 13 Jul. 1910 Ansd.

Petitioner's Exhibit 1567-a.

13987

G. No. 899.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 11th, 1910.

To the Parties:

Westbound Adjustment. (G. No. 892)

13988

With reference to G. No. 882 the Red Star Line
write under date July 8th:

"The point of view taken by the Cunard Co. is quite new to us. We entirely agree with the Cunard Line that one of the objects of the agreement is to have remunerative rates but that does not alter the fact that an adjustment must be brought about whenever the pool position of a line requires it and this without regard whether a rate is remunerative or not. We are surprised the Cunard Co. should be in doubt about it as this rule is the fundament of the agreement (Articles 9 and 11).

13989

"We therefore think that the policy followed by the Cunard Co. is not according to the spirit of the agreement nor do we think that the Cunard Line has got the right to increase rates although minus party as nothing is provided in the contract which authorizes such an action."

Respectfully,

13990

Defendants' Exhibit 330.

G. No. 900.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 11th, 1910.

To the Parties:

13991

Royal Line. (G. No. 869)

The Red Star Line report 56½ passengers for the Royal Line, which passed Antwerp from June 19th to July 5th.

Respectfully,

P. S. The White Star-Dominion Canadian Service inform me that S. S. "Royal Edward" from Bristol July 7th had the following passengers.

- I. Cl. 62
- II. " 121
- III. " 415 (incl. 110 Continentals)

13992

Defendants' Exhibit 331.

13993

G. No. 901.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 11th, 1910.

To the Parties:

Uranium SS. Co. (G. No. 894.)

Since June 13th to July 6th 612 passengers of which about 307 were prepaid passengers, passed Antwerp for the above Company. Please note: The particulars contained in G. 891 refer to S. S. "Campania" and not to S. S. "Uranium." 13994

Respectfully,

Defendants' Exhibit 332.

G. No. 902.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 11th, 1910.

13995

To the Parties:

Thomson Line. (G. No. 881.)

From June 14th to July 2nd 229 passengers passed Antwerp for the Thomson Line.

On July 5th 28 passengers left Rotterdam for the Thomson Line on the "Batavier." Of the passengers were 3 Russians, 16 Austrians, 7 Hungarians, 1 Italian and 1 Turk.

Respectfully,

13996

Defendants' Exhibit 333.*G. No. 903.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 11th, 1910.

To the Parties:

Westbound Adjustment. (G. No. 899.)

13997

The Cunard Line write on 9th instant:

"We are favored with your letter G. No. 892 embodying the Hamburg Amerika Line's letter of July 6th. We have also received a communication from the Hamburg Amerika Line of the 6th idem of which the attached is a copy. In view of what we have already written on the subject, we think the question is one upon which the opinions of the Lines might well be invited, seeing that measures for adjustment affect not one Line only but all concerned in the Agreement. We shall be glad therefore if you will kindly take the necessary steps to this end."

13998

The letter of the Hamburg-Amerika Linie reads:

"Hamburg July 6th, 1910.

"Messrs The Cunard Line,
 Liverpool.

"Dear Sirs,

"Referring to circular letters Nos. 882 and 890 we herewith beg to inform you, that we

Defendants' Exhibit 333

13999

would submit the question, whether a party who is extremely short in its proportion is entitled to advance its rates, to the arbitrator for decision. Of this we have to notify you according to Article 24 clause b, which we hereby do. At the same time we inform the secretary as per enclosed copy of our letter to him.

"We beg to add, that no unfriendly attitude is by any means indicated by our appeal to the arbitrator, just as little as we feel disagreeably affected by your reduction of rates.

"We simply look upon the matter as one in which two parties are of different opinion and the arbitrator is asked for his decision as to which of them is right.

14000

"Yours very truly

HAMBURG AMERIKA LINIE

Abteilung Personenverkehr

(signed) Ad. Storm."

To comply with the request of the Cunard Line, the Lines who have not yet replied in the above matter, will please let me have their views.

Respectfully,

14001

14002

Defendants' Exhibit 334.*G. 904.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 13th, 1910.

To the Parties:

Thomson Line & Knie, Falk & Co. (G. No. 881.)

14003 With reference to the alleged connection of Messrs.
 Knie Falk & Co., Libau with the Thomson Line, as
 communicated by the Russian America Line in G No.
 881, I beg to promulgate copies of the annexed two
 letters which explain themselves.

Respectfully,

Annex 1 to G. No. 904. 13/7/10.

4th July, 1910.

E. S. Smyth, Esq.

Secretary

The North Atlantic Passenger Conference
 Liverpool.

Dear Sir,

14004 *Messrs Knie, Falk & Co., Libau and the Thomson
 Line.*

I have your favor of the 30th ult enclosing copy of
 a communication which you have received by Secre-
 tary Peters from the Russia American Line and beg
 to refer to my letter of the 1st inst which deals with
 the same matter. From the copies of the original let-
 ters which I have sent you and which were addressed
 by the United Shipping Co., London to Messrs. P.
 Bornholdt & Co., Libau asking them to forward some
 Thomson Line prepaid passengers to England, you

Defendants' Exhibit 334

14005

will learn that neither Messrs. Knie Falk & Co., nor Messrs. Karlsberg, Spiro & Co. have anything whatever to do with the forwarding of such passengers or with the handling of such prepaids. Just in the contrary, both Messrs. K. Sp. & Co., and Messrs. K. F. & Co. have strictly refused transportation and the charge which the Russian-American Line again makes against Messrs. Knie Falk & Co. is absolutely unfounded and absurd.

Yours faithfully,

signed: B. KARLSBERG.

14006

Annex 2 to G. No. 904. 13 7 10.

1st July, 1910.

E. S. Smyth, Esq.

Secretary

The North Atlantic Passenger Conference,
Liverpool.

Dear Mr. Smyth,

I have received the following report from Messrs. Karlsberg, Spiro & Co., Libau:

"During the last weeks it has several times occurred that passengers holding Thomson Line prepaids apply to Messrs. Knie Falk & Co and to us asking for transportation from Libau to England. But, of course, both we and Messrs. K. F. & Co. have refused to forward such passengers and to handle that business altogether. Last week we refused again transportation to a family holding such a Thomson Line prepaid and to-day the same family applied again to us showing a letter which they had received in the meantime from the United Shipping Co., London addressed to Messrs. P. Bornholdt &

14007

14008

Defendants' Exhibit 334

14009

Co., Libau of which we are enclosing copy herewith. Nevertheless, we refused transportation and Messrs Bornholdt, the Forenede Agents at Libau may not ship either, as they have no right to accept or to forward any steerage passengers on Forenede steamers from Libau without our consent. However, this does not settle the matter at all; there must be found a way to prohibit the United Shipping Co. to assist the Agents of the Thomson Line in such a way, the more as they have no right whatever to dispose of the space in the steerage of the Forenede steamers sailing from Libau. As you will learn from the enclosed copy of the letter from the United Shipping Co. transportation was to be granted to Mr. Johannes A. Eurich, wife and infant and the letter is dated June 20th."

In addition to this report I have received a further letter from Libau this afternoon referring to the same matter and stating the following:

14010

"With reference to our report regarding Thomson Line prepaids we beg to hand you enclosed copy of another letter addressed to the Forenede Agents, Messrs. Bornholdt & Co., Libau by the United Shipping Co., London asking to forward Naum Finina from Libau to London; this letter is dated June 23rd.

"Please take the matter as soon as possible. It must strictly be prohibited to the United Shipping Co. to assist outside Lines."

These reports and the enclosed copies to which Messrs. K. Sp. & Co. refer speak for themselves and I shall thank you if you will kindly do all you can in connection with this matter.

Yours faithfully,

signed: B. KARLSBERG.

Defendants' Exhibit 335.

14011

G. No. 905.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 14th, 1910.

To the Parties:

Compensation payments for fighting rates.
(G. No. 893.)

14012

Circular Letter G. No. 893 contains a clerical error on page 2 under 3 c, as the first number of adults of SS. "Adriatic" should read 476 instead of 436 which the parties will please correct.

The payments remain unchanged.

Respectfully,

14013

14014

Defendants' Exhibit 336.

G. No. 906.

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, July 14th, 1910.

To the Parties:

Westbound Adjustment. (G. 903.)

14015

Referring to G. 892 in which is communicated that the Hamburg American Line appeal to arbitration with regard to the recent advance in westbound rates of the Cunard Line, though in minus, I beg to say that the Hamburg American Line desist from having the matter arbitrated.

The Nordd. Lloyd write:

14016

"With reference to circular letter No. 903 we beg to say that we fully share the views of the Hamburg-American Line and the Red Star Line as expressed in circular letters No. 882, 892 and 899. In fact it seems to us quite impossible that the agreement could properly and satisfactorily work if the Lines were permitted to change their rates arbitrarily and without regard to their position in the Pool. Exceptions from the general rule may of course be agreed upon from time to time, and having the assurance from the Cunard Line that it is not their intention to stop the carriage of Russian passengers, we would see no difficulty in agreeing to their wishes in this specific case provided the question is properly submitted to the Lines for their decision."

Respectfully,

Petitioner's Exhibit 1584

14017

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 14th, 1910.

Anchor Line
Cunard Line
White Star Line

Royal Line & Uranium SS. Co.

14018

Attached hereto I beg to send copies of the resolution passed at the meeting on the 11th instant. In connection with it I have asked the C. P. R. whether they will join the B. L. in withdrawing their notice of withdrawal from byelaw 22 and shall communicate their reply as soon as it is at hand.

Respectfully,

14019

14020

*Petitioner's Exhibit 1584**Conference in Savoy Hotel, London, 11th July 1910.**Hapag*

Herr General-Director Ballin

" Emil L. Boas

" Director Warnholtz

" Director Storm

" Dr. Murken

" Neumann

" Heller

Nasm

Herr Director Otto v. Reuchlin

14021

" Director J. G. v. Reuchlin

" Director J. R. Wierdsma

Lloyd

Herr Frhr. v. Plettenberg

" G. Seyde

" Knüppel

Star

Herr Geo. Weingaertner

" G. Strasser

Transat

Herr Director Dal Piaz

" R. Sagot

Anchor Line

14022

Mr. A. C. F. Henderson

" Aitchison

Cunard Line

Mr. A. A. Booth

" A. D. Mearns

I. M. M. Co.

Mr. J. Bruce Ismay

" Harold A. Sanderson

" A. B. Cauty

In the chair: Mr. J. Bruce Ismay

It was decided that the British Lines open negotiations with the Canadian Northern S. S. Co. with

the view to bring the Royal Line into the A. C. agreement for 3rd class business also to have them join the First & Second Class rate agreements. The British Lines having full authority from the Continental Lines to make the best arrangement possible.

Failing obtaining the consent of the Royal Line to join the A. C. agreement the British Lines to negotiate a 3rd class rate agreement (continental rates not to be lower than the British Lines' lowest continental rates) in which case the Royal Line to be at liberty to carry 3rd class passengers for the Uranium Co. in the event of one of the latter Cos' steamers being prevented from sailing owing to a break down, of which satisfactory evidence must be produced, as for instance a Lloyds' certificate.

14024

The British Lines agree to continue to assist the Continental Lines in meeting the competition of the Uranium S. S. Co. and withdraw their notices in connection with A. C. minute No. 22.

In the event of an arrangement being made for/including the Royal Line in the A. C. agreement it is understood that it is to be similar in character to that by which the Russian East Asiatic Co. is associated with that agreement.

It is agreed that minute 18 of the A. C. agreement be altered by adding the words: "excepting the Royal Line."

14025

(Signed) J. BRUCE ISMAY
 BALLIN
 A. D. MEARNS
 PLETTENBERG
 DAL PIAZ
 G. WEINGAERTNER
 J. G. v. REUHLIN
 A. C. F. HENDERSON

14026

Defendants' Exhibit 337.*G. No. 907.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 15th, 1910.

To the Parties:

*U. S. Citizens II Cl. passengers and reimbursement
 of headtax. (G. 886.)*

14027

With regard to the inquiry in G. 886 whether the U. S. headtax would be refunded to U. S. citizens travelling II. class, in case they should claim the refund of the headtax, the parties have unanimously replied that no such claim would be entertained, as the headtax for II. class passengers is paid by the companies and any claim would therefore be unfounded.

Respectfully,

Defendants' Exhibit 338.*G. No. 908.*

ATLANTIC CONFERENCE.

14028

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 15th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 901.)

The steamer "Uranium" sailed yesterday afternoon from Rotterdam with 22 cabin passengers & 494 steeragers of which 174 for Halifax.

Respectfully,

Defendants' Exhibit 339.

14029

G. No. 909.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 15th, 1910.

To the Parties:

I beg to communicate in the annex a correspondence which I had with the American Line, Southampton, regarding the question, whether Government officials who pay less than the Agreement second class minimum rate of the respective steamer, are to be pooled or not.

14030

I should be glad to know the views of the other parties in this respect.

Respectfully,

H. PETERS,
p. L. P.

14031

14032

*Defendants' Exhibit 339**Annex I to G. No. 909. 15/7.10.*

Southampton, July 1st, 1910.

(Conf.)

H. Peters, Esq.,
Secretary,Atlantic Passenger Conference,
Jena.

Dear Sir:

14033

With reference to the question raised by you when in Southampton as to the inclusion of the passages of Colonel and Mrs. Swalm, who sailed by the White Star Line from Southampton last year, in our returns, as regards Colonel Swalm, this gentleman was granted a free passage on the grounds that he was a United States Government official and that he made the voyage on Government business, and we therefore consider that under clause 11 (b) of the appendix II to Agreement AA his passage should not be included in our returns.

14034

As Mrs. Swalm who sailed by the "Oceanic" paid £10 only and the minimum Second Class Agreement rate for this steamer is £11. we are arranging to include her passage in our rectification return for the month of June.

Yours faithfully,
for White Star Line
signed: E. C.

Defendants' Exhibit 339

14085

Annex 2 to G. 909. 15/7.10.

Jena, July 4th, 1910.

Messrs

The American Line
Southampton

Dear Sirs:

Your favor of 1st instant.

With reference to your interpretation with regard to clause 11 b Appendix II Agreement AA. I beg to say, that in my opinion this clause has nothing to do with cabin business and is only applicable to steerage business.

14036

The circumstances under which cabin passengers may be forwarded free or at reduced rates without being pooled are stated in clause 3 & 123 of the By-laws, but with these exceptions all passengers paying less than Agreement 2nd cabin rates by the carrying steamer are to be pooled.

Please kindly inform me whether you will act accordingly, or whether you are of different opinion.

Yours faithfully,

signed H. PETERS.

14037

14038

*Defendants' Exhibit 339**Annex 3 to G. 909.*

(Conf.)

Southampton, July 13th, 1910.

H. Peters, Esq.
Secretary,
Atlantic Conference.
Jena.

Dear Sir:

We have your letter of the 4th instant.

14039

We note you do not agree with our interpretation of clause 11 (b) to Appendix II of Agreement AA being applicable to the case of Colonel Swalm as you consider it only applies to Third Class business.

Clause 11 (b) however in our opinion should be applicable to Government Officials who are transported free, and when Agreement "V" was drawn up, clause 11 (a) of paragraph 9 gave permission for free passes to be granted under certain conditions.

We cannot think that when this clause was drawn up it was ever intended that passengers thus carried free were to be included in the returns under the Agreement.

14040

Under these circumstances we are still of opinion that the passage of Colonel Swain as a United States Consul travelling on Government business should not be returned, and, although the matter is a small one, an important principle is involved and we will be glad if you will circulate this letter and ascertain the views and opinions of the other Lines.

Yours faithfully,

signed for American Line

P. E. CURRY

E. CLIBBORN.

Defendants' Exhibit 340.

14041

G. No. 910.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address :
"Secretair," Jena

Jena, July 15th, 1910.

To the Parties :

Royal Line. (G. 900.)

14042

The Holland America Line write :

"Although it is to be borne in mind that it is a rumor emanating from Mr. Petersen, we consider it of sufficient interest to the Lines to inform them that according to our informant it is said to be the intention of the Canadian Northern Railway to lay up the Royal Line steamers 'Royal Edward' and 'Royal George' by the end of October on account of their heavy running expenses and to substitute these steamers in the Bristol Line by those employed at present by the Uranium SS. Co. in the Rotterdam service, thereby discontinuing the latter."

14043

Respectfully,

14044

Defendants' Exhibit 341.*G. No. 911.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 16th, 1910.

To the Parties:

14045

Techxz Sulmoni & Co., Giubiasco.

Referring to the correspondence in G. No. 885 addressed by the Antwerp agent of the Thomson Line to Messrs. Techxz Sulmoni & Co. the Hamburg American Line inform me that T. S. & Co. themselves had forwarded said letters to them and in view of the fact that they on several occasions had passengers from T. S. & Co. the Hamburg American Line consider the inference drawn at the end of G. 885 that no Line should be in connection with Messrs. T. S. & Co. unjustified; they look upon the communication on the part of T. S. & Co. rather as a sign of loyalty and under the circumstances cannot agree not to accept any more passengers from T. S. & Co.

14046

Respectfully,

P. S. The Hamburg American Line having satisfactory explanation from Messrs. T. S. & Co., how it happened that some time ago 12 passengers for the Donaldson passed through Mr. Schyns into the hands of the Thomson Line, the request that no Line must be in connection with T. S. & Co., is no longer to be maintained.

Defendants' Exhibit 342.

14047

*G. No. 912.***ATLANTIC CONFERENCE.**

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 16th, 1910.

To the Parties:

Westbound Adjustment. (G. No. 906.)

14048

The Hamburg American Line write:

"Circular Letter G. 906. To the communications, made in this circular-letter, we should like to add, that at the Conference, held in London on July 11th, we received from Mr. Booth the oral declaration that the alteration of rates objected to by us was an exceptional case with a view to abolish an unremunerative rate. The principle that Minus-Parties should not raise their rates the Cunard Line fully recognise. Likewise they give the assurance that it is not their intention to restrict the transportation of Russian emigrants. In these circumstances we thought that we could refrain from appealing for decision by the Arbitrator."

14049

Respectfully,

14050

Petitioner's Exhibit 1585.*G. No. 913.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 18th, 1910.

To the Parties:

14051

Uranium SS. Co. Ltd.

The Holland America Line write that they have appointed S. S. "Bremen" in opposition against the "Campania" scheduled to sail from New York on July 21st; they have asked the N. D. Lloyd to fix the rate at \$27 less \$2 commission.

Respectfully,

14052

Defendants' Exhibit 343.

14053

*G. No. 914.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 19th, 1910.

To the Parties:

Catholic divine service on board.

The Hamburg American Line write:

14054

"Enclosed we beg to hand you translation of a letter, which was received by us from Mr. Cahensly, President of the St. Raphael's Association for the protection of catholic German emigrants. It is our intention not to comply with the suggestion made in this letter but to reply, that we are not in a position to do so, seeing that the emigrants on our ships are composed of members of quite a number of different confessions; there are among them Roman Catholics, Greek Catholics, Evangelical Lutherans, Evangelical Reformed, Jews, Mohammedans and followers of various other denominations. It would therefore not be feasible to arrange divine services according to the doctrines of their church to the members of the one confession without making equal arrangements for the followers of the other confessions. The number of different confessions to be considered, however, renders it impossible to provide for so far reaching institutions for all the passengers on board our ships and it is obvious that we cannot give free transportation to so many preachers.

14055

14056

Defendants' Exhibit 343

"We would ask you kindly to submit this question to the Lines in order that they may express their opinion about it."

The letter of Mr. Cahensly referred to above reads in translation:

"To the Hamburg-Amerika Linie,
Hamburg.

14057

"While I was in Genoa some time ago I learnt that on all ships of the Norddeutscher Lloyd and the Lloyd Sabaudo plying between Genoa, Naples, Palermo and New York or Buenos-Aires a Catholic preacher is on board, who conducts divine service on Sundays and Holy-days.

"Both Lines grant free passage to the Italian clergyman. This feature which has been introduced under the auspices of Monsignor Coccolo of the Church of Sankt Benedetto in Genoa brings great consolation to Italian emigrants and has proved to be an exceedingly good thing.

14058

"I therefore now beg to ask you whether you do not feel inclined to grant the same facilities on your ships and am, dear Sirs,

Yours faithfully,
(signed) CAHENSLY."

Will the parties please let me have their views on the point. As far as the Pool is concerned such clergymen are to be accounted for, unless they have to be carried under the law of the respective country.

Respectfully,

Defendants' Exhibit 344.

14059

*G. No. 915.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 20th, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 908).

14060

Of the passengers by the "Uranium," which sailed
 for Halifax Newyork on the 14th instant were ac-
 cording to their nationality:

15 Germans
 265 Russians
 94 Austrians
 30 Hungarians
 41 Turks
 7 Italians
 2 Greeks
 3 Roumanians
 23 Bulgarians
 3 Americans
 3 Persians

14061

 Total: 486

14062

Petitioner's Exhibit 1586.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 20th, 1910.

ANCHOR LINE
 CUNARD LINE
 WHITE STAR LINE

14063

In the minute sent to the parties on the 14th instant the third word at the beginning has been erroneously written "desired," whilst it must read "decided;" will the parties please excuse the mistake and rectify it in their copies.

Respectfully,

Petitioner's Exhibit 1587.

G. No. 916.

ATLANTIC CONFERENCE.

14064

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 21st, 1910.

To the Parties:

Uranium S.S. Co. Ltd. (G. 913.)

The rate for the "Campania" 21st inst. from New York having been reduced from \$28 to \$25 the Holland-America Line have asked the Norddeutscher Lloyd, to fix the rate for the competing S. S. "Bremen" at \$24 less \$2.

Respectfully,

Defendants' Exhibit 345.

14065

*G. No. 917.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 22nd, 1910.

To the Parties:

Compensation for fighting rates SS. "Graf Waldersee"
Jan. 15th 10. (G. 893.)

14066

The Hamburg American Line send me the following bill for passengers carried at fighting rates by SS. "Graf Waldersee" January 15th:

for passengers carried at fighting rates by S. S.

"Graf Waldersee," January 15th, 1910 for New York

390/1 and 11/2 passengers,	
fighting rate	\$24.
regular rate	\$35.
compensation rate	\$ 6.

Total: 395 1/2 x \$6\$2373.

I have audited the above bill and found it in accordance with the steamers' passenger list.

14067

"Graf Waldersee" had been opposed against the "Uranium" which was appointed to sail on January 15th, but according to G. 714 was postponed to January 18th and then to January 22nd.

In the amount of the compensation bill participate the parties with their percentages according to G. 734 as follows:

Anchor Line	3.74% = \$88.75
Cunard Line	14.37% = 341.
Hapag	11.97% = 284.05

14068

Defendants' Exhibit 346

Nasm	5.80% = 137.63
Lloyd	17.64% = 418.60
Red Star Line	8.14% = 193.16
White Star Line	14.73% = 349.54
American Line	8.29% = 196.72
Dominion Line	1.44% = 34.17
Canpac	4.26% = 101.09
Transat	4.87% = 115.57
Austro	1.82% = 43.19
Rusamerika	2.93% = 69.53

100. \$2373.

14069

Will the parties please pay the above amounts to
the Hamburg American Line.

Respectfully,

Defendants' Exhibit 346.

G. No. 918.

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

14070

"Secretair," Jena.

Jena, July 22nd, 1910.

To the Parties:

Uranium SS. Co. Ltd.

S. S. "Vulturno" disembarked at Rotterdam on 20th
223 steeragers, 18 cabin passengers and 15 deported
passengers of the latter 7 were from Roumania and
8 from Russia & Poland.

HOCHACHTUNGSVOLL.

Defendants' Exhibit 347.

14071

G. No. 919.

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, July 23rd, 1910.

To the Parties:

With reference to G. No. 909 I have so far only received a reply from the Hamburg-Amerika Linie and the Norddeutscher Lloyd. I beg to request the other parties to let me have their views also as early as possible.

14072

Respectfully,

Defendants' Exhibit 348.*G. No. 920.*

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, July 23rd, 1910.

To the Parties:

Uranium SS. Co. Ltd. (G. 918.)

14073

According to a Hapag cable:

"Campania" left New York 21st inst. with about 300 steeragers net rate about \$19;

"Bremen" same day 1316 steeragers at \$24 less \$2.

Respectfully,

P. S. According to information which the Holland America Line received "Campania" left New York with 340 steeragers and 10 cabin passengers.

14074

Defendants' Exhibit 349.*G. No. 921.***ATLANTIC CONFERENCE.**

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 23rd, 1910.

To the Parties:

14075

Royal Line. (G. No. 910.)

On July 19th 79 passengers left Rotterdam via London for Bristol for the steamer "Royal George" which left Bristol on the 21st. Of the passengers were

19 Russians
13 Austrians
42 Italians &
5 Bulgarians.

Respectfully,

14076

Petitioner's Exhibit 1588.

14077

*G. No. 922.***ATLANTIC CONFERENCE.**

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 28th, 1910.

To the Parties:

Uranium SS. Co. (G. No. 920).

14078

The Holland America Line write under date July
26th:

"Please note that we have appointed in opposition to ss. 'Uranium,' scheduled to sail from New York on August 4th, SS. 'Prinz Friedrich Wilhelm' of the North German Lloyd, leaving the same day. We have asked the North German Lloyd to instruct their New York office to fix the rate at \$27 less \$2 commission."

Yours faithfully,

14079

14080

Defendants' Exhibit 350.*G. No. 923.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, July 28th, 1910.

To the Parties:

Byelaw 11b.

I beg to communicate the following correspondence:

- 14081 1) Letter of the Secretary to the Cunard Line, dated
 June 30th:

"Reverting to the conversation I had with Mr. Lister occasionally my last visit regarding the non-pooling of 436 steeragers forwarded from N. York to Fiume at a rate of \$10 during 1909, I beg to inform you that I continue to be of the opinion that these passengers have to be pooled. If you cannot make up your mind to do so you would oblige me by stating why you consider those passengers excluded from being pooled and I will then submit the matter to the Lines."

- 14082 2) Letter of the Cunard Line to the Secretary, dated
 July 25th:

"Dear Sir:

"Replying to your Letters of June 30 and July 19, as mentioned to you when here, we consider that the 436 steeragers referred to come under Byelaw 11, Sub- Section 'B.' As we then stated, when our Agreement was made with the Hungarian Government the latter insisted on a stipulation that they should be entitled to return by our steamers from New

Defendants' Exhibit 351

14083

York to Fiume on Hungarian Consular Orders up to 500 impecunious Hungarian subjects per annum, at a rate which would cover the cost of maintenance whilst the passengers were on board ship. Bearing in mind the long voyage from New York to Fiume, viz., 20 days, this rate was fixed at Crs. 50 per adult, Crs. 25 per child, and infants were to be returned free of charge. Under the circumstances, and in view of the fact that the carriage of such passengers is a Government obligation, we trust that the Lines will accept our view of the matter, and agree that the passengers in question come under Byelaw 11."

14084

Yours faithfully,
THE CUNARD STEAMSHIP CO., LTD."

I am awaiting the views of the Lines.
Respectfully,

Defendants' Exhibit 351.*G. No. 924.*

14085

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 29th, 1910.

To the Parties:

The Russian America Line inform me that they have advanced their 2nd class westbound rates to 115 & 125 Roubles.

Respectfully,

14086

Defendants' Exhibit 352.*G. No. 925.***ATLANTIC CONFERENCE.**

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 29th, 1910.

To the Parties:

14087

Royal Line. (G. 910.)

According to the Shipping Gazette the Hon. Sidney Fisher Canadian Minister of Agriculture has written in a letter to the Lord Mayor of Bristol:

"This ought to be a very popular route from the Old Country to Canada. I am glad to hear that Mr. Mackenzie has ordered another boat, and probably two, for our service, which will make it a weekly one."

Respectfully,

14088

Defendants' Exhibit 353.

14089

*G. No. 926.***ATLANTIC CONFERENCE.**

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, July 29th, 1910.**To the Parties:***Uranium S. S. Co. Ltd. (G. 920.)*

14090

The "Voluturno" left Rotterdam on 28th instant
with:

505 steeragers of which 174 for Halifax,
27 cabin passengers of which 14 for Halifax.

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 2 Aug. 1910 Ansd.

14091

Petitioner's Exhibit 1589.*G. No. 927.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 1st, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 926.)

The following is a complete sailing List of east-bound departures from New York for August from which fighting steamers are to be selected by the Holland America Line. Of any alterations in sailing dates the parties will please inform me in due time.

Tuesday	2.	August	Noordam, Kaiser Wilhelm II
Wednesday	3.	"	Teutonic, Caronia
Thursday	4.	"	Prinz Friederich Wilhelm, La Touraine
Friday	5.	"	
Saturday	6.	"	Neckar, Vaderland, California, St. Louis, Baltic, Russia, Caroline.
Monday	8.	"	
Tuesday	9.	"	Rotterdam, Kaiser Wilhelm d. Gr.
Wednesday	10.	"	President Lincoln, Oceanic, Mauretania,
Thursday	11.	"	Barbarossa, La Bretagne
Friday	12.	"	
Saturday	13.	"	Amerika, Lapland, Furnessia, New York, Celtic
Monday	15.	"	
Tuesday	16.	"	Ryndam, George Washington
Wednesday	17.	"	Graf Waldersee, Majestic, Lusitania
Thursday	18.	"	La Provence
Friday	19.	"	

Petitioner's Exhibit 1589

14095

Saturday 20. August Cincinatti, Kroonland, Columbia, St. Paul,
 Cedric, Carmania, Lituania
 Monday 22. " "
 Tuesday 23. " Potsdam, Kronprinzessin Cecilie
 Wednesday 24. " Adriatic, Campania
 Thursday 25. " Bremen, La Touraine
 Friday 26. "
 Saturday 27. " Finland, Caledonia, Philadelphia, Arabic,
 Californie
 Monday 29. "
 Tuesday 30. " Nieuw Amsterdam, Kronprinz Wilhelm
 Wednesday 31. " Pennsylvania, Teutonic, Mauretania

14096

Respectfully,

14097

14098

Defendants' Exhibit 354.*G. No. 928.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 1st, 1910.

To the Parties:

Catholic Divine Service on board steamers (G. 914.)

14099

I beg to inform the parties that all Lines unani-
 mously agree with the views of the Hamburg-Ameri-
 can Line expressed in circular letter G. No. 914.

Respectfully,

Defendants' Exhibit 355.*G. No. 929.***ATLANTIC CONFERENCE.**

14100

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 1st, 1910.

To the Parties:

Byelaw 95., Cinematical entertainments.

The Holland America Line inform me that they
 have declined an application from Mr. Maximilian
 Gauss in Göttingen (Prussia) for cinematical enter-
 tainments on board of their steamers.

Respectfully,

Petitioner's Exhibit 1590.

14101

*G. No. 930.***ATLANTIC CONFERENCE.**

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, August 3rd, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 927.)

14102

The Holland America Line write:

"We herewith beg to inform you that according to a cable received from New York the net rate for ss. 'Uranium,' August 4th from New York, has been reduced to \$22. We have consequently asked the North German Lloyd to cable to their New York office to reduce the rate for ss. 'Prinz Friederich Wilhelm,' August 4th (opposition steamer) to \$24 less \$2 commission, which please note."

Respectfully,

14103

18504

Petitioner's Exhibit 1591.*G. No. 931.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 4th, 1910.

To the Parties:

13505 *Westbound Adjustment (G. Nos. 903, 899, 802, 882).*

With regard to circular letter G. No. 903 I beg to communicate in the annex the further replies I received in the above matter. With reference to the question, whether a short line may advance or a line in excess may reduce rates I would make a few remarks.

13506 Art. 11 rules that such measures are dependent on "that the results thus obtained (*i. e.* by the statistics furnished) show that a Line has exceeded its proportion or has remained below it." It must therefore lie open before all eyes that a Line is plus or minus and it is not left to a Line's individual opinion that it *will become* a plus or minus party in the further course. This rule stands.

Now in the business of the Lines there can and do exist circumstances which justify to anticipate that a short line will in a near future turn into excess and it is rational if such line does not wish to run into a large excess at low rates and proposes to advance. But such a case must not be looked at from the standpoint of such Line only but due regard must also be taken whether it is not to the detriment of some other Line or of their community. The same regard has to be taken if a plus Line is going to reduce.

Petitioner's Exhibit 1591

13507

Therefore it is my opinion that a line which wishes to resort to measures which involve a deviation from the terms of the contract should lay the reasons why they believe that such measures are compatible with their duty to adjust their position before their pool colleagues and the consent of 75% of the shares (similar to Art. 11 & Commentary) should be obtained before such measures can be made operative.

It seems to me that rather much stress is laid on the remunerativeness of rates. Though this is the last and most important end, it must not be lost sight of, that this end cannot be obtained, if the principle of the pool to divide the volume of the traffic by fixed percentages and to make each Line carry its percentage as nearly as possible is not maintained in the front.

13508

Respectfully,

13509

14110

*Petitioner's Exhibit 1591**Annex to G. No. 931.*

1) Letter of Messrs. Ismay, Imrie & Co. dated July 15th:

Dear Sir:

Westbound Adjustment.

Your G. 903.

14111

We quite agree with the argument that one of the important objects of the Agreement is to enable the Lines to carry their third class passengers at remunerative rates.

We also agree that, while it is against the letter of the agreement for a Line in the minus to advance rates, we do not think it is against the spirit of the agreement to do so in the event of such Line only altering those rates which are much below the fares of the other Companies, and that the alteration made is not such as to in any way check the flow of business.

14112

In the same way, if a Line sees its position changing in the immediate future from plus to minus, or, *vice versa*, we think a change in rate would be justified to anticipate such altered position.

As regards the particular question involved between Hamburg-American Line and Cunard Line, it is a question of course, as to whether the case comes within the foregoing exceptions.

Yours faithfully,

sign. for Ismay, Imrie & Co.

A. B. C.

Petitioner's Exhibit 1591

14113

Annex to G. No. 931.

2) Letter of the American Line Southampton dated July 16th:

Dear Sir:

Referring to your circular letter G. No. 903 of the 11th inst. we agree with the view set forth that one of the most important objects of the Agreement is to enable the Lines to carry Third Class passengers at remunerative rates.

We are also of the opinion that while it is against the letter of the Agreement for a Line in the minus to advance its rates, we do not think it against the spirit of the agreement to absolutely prohibit this being done in the case of a Line only altering those rates which are much below the fares of other Companies, and that such an alteration is not one which would check the flow of business.

14114

Similarly if a Line's position is evidently likely to change in the future from plus to minus or *vice versa* we consider a change of rate would be justified in anticipating such an altered position.

With reference to the particular question between the Hamburg American and Cunard Lines under review at present, we agree with the remarks made by the North German Lloyd set forth in your circular letter G. No. 906 of the 14th instant that, having an assurance from the Cunard Line that it is not their intention to stop the carriage of Russian passengers, they will see no difficulty in agreeing to their wishes in this specific case provided the question is submitted to the other Lines.

14115

Yours faithfully,

sign. for American Line,

E. C.

13516

*Petitioner's Exhibit 1591**Annex to G. No. 931.*

3) Letter of the Holland America Line dated July 16th:

Dear Sir:

13517

With regard to the question as to whether the standpoint taken up by the Cunard Line in raising their steerage rate notwithstanding the fact that their position in the pool remains greatly below their allotted share, is correct, we beg to say that in our opinion the arguments brought forward by the Cunard Line in support of their action are not convincing and we feel very certain that it is not in accord with the agreement.

May we take it that, in as much as the Hamburg-American Line, according to G. 906, desist from having this question arbitrated, the Cunard Line admit that their action was contrary to the stipulations of the Agreement? In that case we would be willing to share the views expressed by the Lloyd, to the effect that on condition that Cunard's action shall not be looked upon as a precedent, we agree to drop the matter.

Yours truly,

sign. HOLLAND-AMERICA LINE.

13518

4) Letter of the Anchor Line dated August 1st:

Dear Sir:

We have your letter of the 28th ult. *re* your G. No. 903. We have perused also 906 in this connection. But we do not think any opinion need be given by us on 903 in face of your 912 which we consider satisfactorily ended the point.

Yours truly,

sign. ANCHOR LINE.

Petitioner's Exhibit 1592.

13519

G. No. 932.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 4th, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 930.)

13520

S. S. "Campania," which left New York on the 21st July, arrived at Rotterdam August 2nd with 289 steer-agers and 11 deported passengers.

The Holland-America Line write:

"We regret to have made a clerical error in our yesterday's letter (G. No. 930) informing you of the reduction in the 'Prinz Friedrich Wilhelm's' fighting-rate. The nett rate for the 'Uranium' has been reduced to \$21 nett and we have asked the North German Lloyd to reduce the rate for the 'Prinz Friedrich Wilhelm' to \$23 less \$2 commission."

13521

Respectfully,

14122

Defendants' Exhibit 356.*G. No. 933.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, August 5th, 1910.

To the Parties:

Pooling of Cabin Passengers (G. No. 909).

14123

I beg to communicate in the annex the replies with regard to the correspondence in the annex to G. 909, to which I have to add that the Continental Lines have, ever since they had their agreement, acted according to the views expressed by them, and to them only referred what I told the Cunard Line.

Unless the Lines dissenting from the views of the majority prefer to have the matter arbitrated, I would request, that the Lines overhaul their west & east-bound manifests carefully not only for identical but also for similar cases and eventually report. Such reported cases they will please mark in the manifests for 1909, and also in future, by entering in red or blue ink the word "pooled."

14124

I take this opportunity to repeat what I have already orally expressed where occasional differences of view finally were agreed upon, viz. that the passenger lists must be completely overhauled in order to get the reports corrected according to the understanding reached.

It is clear that my examination of the manifests cannot go beyond picking out a number of voyages and going through them thoroughly and turning attention to cases, where my views differ from those of the resp. Line. It is then the duty of the resp. Lines to correct not only these special cases which I bring to their notice.

Defendants' Exhibit 356

14125

I reserve the right to a second examination and if it should turn out that corrections which ought to have been made are not made I should consider it as gross negligence and report to the Parties.

Respectfully,

H. PETERS.

Annex to G. No. 933. 5/8/10.

1) Letter of the Hamburg American Line dated July 18th:

"We have taken due note of the correspondence submitted by your circular letter of the 15th inst., and in reply to your enquiry would say that we fully share your view that Byelaw 11, paragraph b applies only to passengers carried in the steerage free or against payment of the cost of subsistence upon the request of the Government, as for instance destitute seamen.

14126

"However, cabin-passengers paying less than the minimum agreed rates, unless covered by Bye-law 3, have invariably to be pooled even if the reduction has been granted in strict accordance with Clause 11 of Agreement V or Clause 7 of Agreement W. In the latter case there is no infringement of the Cabin Agreements, but the passengers have yet to be accounted for to the pool. This is at least the practice which we have always followed, and which is also corroborated by Byelaw 123, paragraph 2. Being obliged to pool such passengers was meant as a safeguard against excessive liberality in granting reductions; on the other hand accounting for them to the steerage-pool does of course not make good an in-

14127

14128

Defendants' Exhibit 356

fringement of the cabin-agreements in case such reductions should not have been granted upon the grounds as enumerated in the above-named clauses."

- 2) Letter of the Holland America Line dated July 22nd:

14129

"Referring to G. 909 we beg to say that we fully endorse your views in the question which has arisen between yourself and the American Line whether government officials who pay less than the second class minimum rate must be pooled."

- 3) Letter of the Norddeutscher Lloyd dated July 18th:

"We beg to acknowledge receipt of circular letter No. 909 relating to the passage of Colonel Swalm.

14130

"The exception provided by clause 11 is limited to passengers who are carried free or against payment of the cost of subsistence *upon the request of a Government*. Unless, therefore, it is proven that application for free transportation of Col. Swalm was made by the U. S. Government, we hold that this passenger must be pooled."

- 4) Letters of the British Lines to the Secretary of the N. A. P. C.

Allan

"While we sympathize with the American Line view, we are of opinion that under existing agreements, the position is as stated in Secretary Peters' letter of 4th July, 1910, to the American Line.

Defendants' Exhibit 356

14131

Anchor

"We have perused letters and consider that Sec'y Peters is quite right in the view he gives as to the booking of the passengers by the American Line and to whom they refer in their letters of 1st and 13th July. We cannot consider a free pass granted to a United States Consul can in any way come under the designation of being granted on 'purely personal grounds,' as mentioned in Agreement V, Clause 11 (a). To come under this clause the principals of the Line would require to state that the free pass was issued on 'purely personal grounds' Clause 11 (b) of A. A. Agreement only touched 3rd class business and as such was dealt with by the Liverpool Conference when it fixed a charity rate."

14132

Canadian Pacific

"We are inclined to think the stand taken by Mr. Peters is in line with the wording of the Agreement."

Cunard

"We are willing to fall in with opinion of the majority of the Lines. However, may say that in a somewhat similar case which we had not included in our returns the Secretary advised us that the other Lines always included such passengers and we therefore accepted his view."

14133

Dominion

"Our views are those of American Line about this particular case."

White Star

"Agree with views of American Line."

14134

Defendants' Exhibit 357.*G. No. 934.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address :
"Secretair," Jena.

Jena, August 5th, 1910.

To the Parties :

14135

Uranium S. S. Co. (G. No. 930.)

Messrs. Ismay, Imrie & Co. inform me of the following extract from a letter received by Mr. Ismay from New-York dated July 26th, 1910:

"Uranium S. S. Co. formerly North West Transport Line."

"We understand, that Mr. Mackenzie has just renewed his agreements with his agents here, Passenger & General, for further three years."

Respectfully,

14136

Petitioner's Exhibit 1593.

14137

G. No. 935.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 6th, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 934.)

14138

According to a Hapag cable S. S. "Uranium" left New York August 4th with about 350 steeragers at a net rate of about \$10, she had besides 55 deported passengers. The fighting steamer "Prinz Friedrich Wilhelm" left New York the same date with 1567 steeragers at a rate of \$23 less \$2 commission. 350 overbooked steeragers will be forwarded by S. S. "Brandenburg" of the N. D. L. on August 6th. According to the information which the Holland America Line received the "Uranium" left New York with 375 steeragers.

Respectfully,

14139

14140

Petitioner's Exhibit 1594.*G. No. 936.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 8th, 1910.

To the Parties:

Thomson Line. (G. 902.)

From July 23rd to August 6th 66 passengers passed
 Antwerp for the Thomson Line.

14141

Respectfully,

Petitioner's Exhibit 1595.*G. No. 937.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 8th, 1910.

To the Parties:

14142

Royal Line. (G. No. 925.)

From July 24th to August 2nd 56 passengers passed
 Antwerp for the Royal Line.

According to information from the White Star-
 Dominion Line S. S. "Royal Edward" left Bristol on
 August 4th with

595 steeragers including 140 Continentals
 190 II class passengers
 130 I. " " "

Respectfully,

Defendants' Exhibit 358.

14143

*G. No. 938.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 8th, 1910.

To the Parties:

Payments for July.

14144

In conformity with Form 30, No. 7 I beg to request
 the parties to make the following payments for July:

Continental Lines to White Star Line .	£ 1226.—.—
Continental Lines to Allan Line	" 123.—.—
Continental Lines to Cunard Line	" 668.—.—
Continental Lines to Canadian Pacific Ry. Co.	" 248.—.—
Continental Lines to Donaldson Line ..	" 100.—.—
Anchor Line to American Line	" 1808.—.—
Anchor Line to Allan Line	" 408.—.—
Dominion Line to White Star Line ...	" 2703.—.—

 £ 7284.—.—

14145

Respectfully,

14146

Defendants' Exhibit 359.*G. No. 939.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 9th, 1910.

To the Parties:

Payments from the Russian America Line.

According to Form 35, No. 7 the following payments are to be made:

14147	Russian America Line to Continental Lines	£	978.—.—
	Russian America Line to Anchor Line "		26.—.—
	Russian America Line to Dominion Line	"	72.—.—
	Russian America Line to White Star Line	"	22.—.—
	Russian America Line to Cunard Line "		119.—.—
	Allan Line to Russian America Line ..	"	78.—.—
	American Line to Russian America Line	"	1.—.—
	Canadian Pacific Ry. Co. to Russian America Line	"	86.—.—

14148 To simplify the payments the parties will please make them as follows direct to the respective Lines:

Russian America Line to Continental Lines	£	978.—.—
Russian America Line to Anchor Line "		26.—.—
Russian America Line to White Star Line	"	15.—.—
Russian America Line to Cunard Line "		33.—.—
Allan Line to Dominion Line	"	72.—.—
Allan Line to White Star Line	"	6.—.—
American Line to White Star Line ..	"	1.—.—

Defendants' Exhibit 360

14149

Canadian Pacific Ry. Co. to Cunard
 Line " 86.—.—
 £ 1217.—.—

Respectfully,

Defendants' Exhibit 360.*G. No. 940.*

14150

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 9th, 1910.

To the Parties:

Payments to the Scandinavian-American Line.

The parties will please make the following payments for July direct to the Scandinavian-American Line:

Continental Lines	£ 168.—.—	14151
Allan Line	" 18.—.—	
Anchor Line	" 14.—.—	
American Line	" 33.—.—	
Dominion Line	" 6.—.—	
White Star Line	" 57.—.—	
Cunard Line	" 56.—.—	
Canadian Pacific Ry. Co.	" 16.—.—	
	£ 368.—.—	

Respectfully,

4717

14152

Petitioner's Exhibit 1596.*G. No. 941.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, August 11th, 1910.

To the Parties:

14153

Uranium S. S. Co. (G. No. 935.)

The Holland America Line have appointed as opposition steamer against S. S. "Vulturno," leaving New York on the 18th instant, S. S. "Graf Waldersee," leaving New York on the 17th inst. They have requested the Hamburg-Amerika Linie, to wire their New York office, to fix the rate at \$27 with \$2 commission.

Respectfully,

14154

Defendants' Exhibit 361.

14155

G. No. 942.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, August 12th, 1910.

To the Parties:

Deported Passengers.

14156

I beg to submit the following letter, received yesterday:

Liverpool, August 6th, 10

H. Peters, Esq.,
 Secretary,
 Atlantic Conference,
 Jena.

Dear Sir:

1. Eastbound Deported Passengers
2. Eastbound Charity Passengers

14157

With reference to your conversation on your recent visit regarding the non-pooling of Eastbound steer-agers forwarded on a/c of the Canadian Government, for which a subsistence rate of \$15 has been received, we submit that a distinction should be made between (1) such passengers as are forwarded on deportation orders, and to whom it is compulsory upon us to give passage whether we wish to do so or not, and (2) passengers whom we voluntarily carry at the request of the Government or Benevolent Societies

Defendants' Exhibit 361

14158

and to whom it is open to us to refuse transportation at less than official rates if we choose to ignore the policy of accepting them.

Those in the first named category we submit we are entitled to carry free of Pool obligations, even though the Government do pay us \$15 to cover expenses incidental to their shipment, subsistence and handling, and, not infrequently forwarding expenses at this end.

Those in the second named category we agree are Pool passengers and we have always hitherto pooled them.

14159

Under the Canadian Law, as you doubtless know, the Government have now the right to call upon us for the deportation within three years from the time of their arrival, of any ineligible persons, without any payment. That right, however, has only been exercised in respect of passengers deported within a year; and when the period of residence has exceeded one year, the Authorities, as a voluntary act of grace and equity, and not because they are under any obligation to do so, have paid us \$15 against the expenses referred to.

14160

This payment, however, in no way removes the passengers from the category of "Bondable Passengers," *i. e.* who are deported by "the Government" and who therefore "shall be deducted Eastbound" (Byelaw 11 appendix 11).

Passengers voluntarily carried, that is passengers carried for Benevolent or other Societies, or even for the Government, at a Charity rate of \$15 or \$25, or at any other rate, and which the Lines are under no compulsion to carry if they don't want to, are, of course, subject to Pooling obligations, and have been pooled.

Defendants' Exhibit 361

14161

We trust the Lines will accept this as the position
we are entitled to maintain in this matter.

Yours faithfully,

Allan Bros. & Co. U. K. Limited.

sig. F. S. Thompson.

Canadian Pacific Railway

sig. H. S. Carmichael

For White Star-Dominion Canadian Service

Per J. F.

Will the other Lines please let me have their views
with regard to the deported passengers mentioned
above.

14162

Respectfully,

(Stamped): North Atlantic Passenger Conference.

Received 15/8/1910 Acknl'd.

1910 An-

swered

1910

14163

14164

Defendants' Exhibit 362.*G. No. 943.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, August 12th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 941.)

14165

As already communicated in circular letter G. No. 926 the "Vulturno" left Rotterdam on July 28th with 505 steeragers, which were composed as follows according to their nationality:

2	Dutch
5	Germans
263	Russians
125	Austrians
39	Hungarians
1	Swiss
21	Italians
7	Roumanians
23	Turks
16	Bulgarians
3	Americans

14166

Total: 505

Royal Line. (G. No. 937.)

I am informed, that on 9th instant 36 passengers left Rotterdam for the "Royal Edward," of which were 21 Austrians and 15 Italians.

Defendants' Exhibit 363.

14167

G. No. 944.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, August 12th, 1910.

To the Parties:

Byelaw II B. (G. 923.)

14168

With reference to circular letter G. No. 923 I received the following replies from:

- 1) the Hamburg Amerika Linie dated July 30th:

"In reply to your circular No. 923 of July 28th we beg to say that the 436 steeragers forwarded from New York to Fiume at a rate of \$10 during 1909 have to be accounted for to the pool, seeing that these passengers which, we understand, have been carried at the cheap rate upon Hungarian Consular orders on the strength of the contract existing between the Cunard Line and the Hungarian Government, were included as full passengers in the basing figures for 1906 and 1907.

14169

"This is corroborated by the fact that, according to the weekly returns furnished by Mr. Lawson Sandford which served as a basis for the annual statistical abstract, the total of passengers returned at the request of the Government amount to 197 souls in 1906 and to 185 souls in 1907, Italian and Adriatic passengers not separated. It is therefore evident that the passengers carried at cheap rates under

14170

Defendants' Exhibit 363

special contract with the Hungarian Government were not counted as Bondables or Government passengers, and that Byelaw 11 (sub-section b) does not apply. The alternative for complying with the demand of the Cunard-Line would be to revise the basing figures and reduce their eastbound share to the percentage that is arrived at upon deducting from their 1906 and 1907 carryings the numbers of passengers carried at the \$10 rate.

14171

"We do not doubt that the Cunard Line if viewing the matter in this light will not insist upon their demand, and we shall be glad to know if these Government passengers have been duly included in the 1908 accounts."

- 2) the Holland Amerika Linie dated August 1st:

"We believe that the position taken up by the Cunard Line in their not accounting for into the pool of 436 steerage passengers carried by them from New York to Fiume during 1909 at a rate of \$10 by order of the Hungarian Government is correct, in as much as in our opinion this comes under By-Law 11 Sub-section B.

14172

"In connection with the above the only question which comes to our mind is whether at the time when Cunard's eastbound percentage for their New York-Fiume service was fixed, the number of this kind of passengers carried by the Cunard in 1906 and 1907 was taken into account; however, we realize that this can only be a very small matter."

- 3) the Norddeutscher Lloyd dated August 11th:

"G. 923.

"In our opinion the case is not covered by byelaw 11.b, and seeing that the passengers in question were included into the basing figures when the pool percentages were calculated, there can be no doubt about the Cunard Line's obligation to account for these passengers into the Pool or to agree to a corresponding decrease of their eastbound share. As however this would be a small matter we are willing to comply with the wishes of the Cunard Line; at all events we shall go with the majority of the Lines."

14174

4) the Red Star Line dated August 2nd:

"Byelaw 11b.

"We think it is doubtful whether these passengers come under Byelaw 11 b, but our feeling is that they should not be pooled."

Up till now none of the British Lines have expressed their views.

I should be obliged to receive the reply of the Cunard Line what they have to say with regard to the letter of the Hamburg Line.

Respectfully,

14175

14176

Defendants' Exhibit 364.*G. No. 945.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 13th, 1910.

To the Parties:

Advance in westbound steerage rates.

The Russian East Asiatic S. S. Co. advanced their
 westbound steerage rate by five Roubles from Rbl. 77
 to Rbl. 82.

14177

Respectfully,

Petitioner's Exhibit 1597.*G. No. 946.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 15th, 1910.

14178

To the Parties:

Uranium S. S. Co. (G. No. 943.)

With regard to G. No. 941 the Holland America
 Line have requested the Hamburg Amerika Line to
 cable New York, to reduce the rate of S. S. "Graf
 Waldersee" August 17th to \$24 with \$2 commission.

S. S. "Campania" left Rotterdam on the 13th with
 30 cabin passengers & 463 steeragers of which 154
 for Halifax.

Respectfully,

Petitioner's Exhibit 1598.

14179

G. No. 947.

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, August 16th, 1910.

To the Parties:

Cunard westbound adjustment. (G. No. 931.)

With regard to G. No. 931 the Cunard Line write
12th instant:

"We thought that this matter had already
been satisfactorily dealt with, and we do not
know that we can add very much in regard
to it, beyond emphasizing the fact that it is still
our opinion that when the low rates which we
had in operation were increased they could not
have any detrimental effect upon the business
of the other Lines. We do not, however, an-
ticipate that this situation will again arise.

14180

"In connection with your observations and
the remark of the Holland-America Line, we
might point out that the latter recorded an ad-
vance in their westbound rates on June 29 while
still minus 658.

14181

"While on the subject of adjusting the po-
sitions under the respective Agreements, we
have just notified Secretary Smyth of a reduc-
tion of 5/—in our westbound British cash rates
for sailings up to the end of September. Our
minus we feel sure would soon have been con-
siderably reduced, and we had hoped advances
rather than reductions would have taken place,
but in view of the reduction of the White
Star Line we have felt it necessary to reduce
our rates also."

I think it is not necessary to discuss this special
case any further.

Respectfully,

14182

Petitioner's Exhibit 1599.*G. No. 948.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, August 16th, 1910.

To the Parties:

Modeste Kilian.

14183

White Star Line write:

"We are given to understand that Mr. Modeste Kilian is acting as agent for the Thomson Line in Antwerp. On writing our Antwerp agent to the effect that he must discontinue all connection with the aforementioned, and which he confirms, he writes in reply that all the Conference Lines agents are accepting business from him. We pass this information to the Lines for what it is worth."

14184

I refer to byelaw 20. Each Line has to inform its agents accordingly. The Continental Lines have already done so some time ago.

Respectfully,

Petitioner's Exhibit 1600.

14185

G. No. 949.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 16th, 1910.

To the Parties:

Royal Line.

14186

Last night I received following telegram from the
 Secretary of the N. A. P. C.:

"Arrangements concluded with Royal Line who enter British and Scandinavian westbound third class rate agreements on same lines as Canadian Pacific and same rates as Empress steamers, Continental business westbound: Royal Line to charge not less than lowest rate of any British Canadian line and only to carry Uranium passengers in the event of steamer breaking down of which they must produce satisfactory evidence. Eastbound: Royal line joins subsidiary agreement to A A with percentage of one decimal fifteen. For first and Second class business join Agreements V and W taking same rates as Empress steamers."

14187

Respectfully,

14188

Petitioner's Exhibit 1601.*G. No. 950.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 17th, 1910.

To the Parties:

14189

Uranium S. S. Co. (G. No. 946.)

With regard to G. No. 946 I beg to inform the parties, that the rate of S. S. "Graf Waldersee" August 17th was reduced to \$24 less \$2 commission on account of a cable which the Holland-America Line received from New York, and in which they were advised, that the rate for S. S. "Vultorno" August 18th has been reduced to \$22.

Respectfully,

14190

P. S. The "Uranium," which left New York on the 4th instant, arrived at Rotterdam on the 15th where she landed 359 steeragers, 11 deported passengers and 31 cabin passengers.

Defendants' Exhibit 365.

14191

G. No. 951.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, August 17th, 1910.

To the Parties:

Eastbourn; deported passengers. (G. No. 942.)

14192

The Donaldson Line write under date 15th inst.:

"We are in receipt of your favour of 12th inst., G. 942, and may say that our views are the same as those of Messrs. Allan, the Canadian Pacific Railway and the White Star-Dominion Lines."

Respectfully,

14193

14194

Defendants' Exhibit 366.*G. No. 952.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 18th, 1910.

To the Parties:

Thomson Line. (G. No. 936.)

14195

Messrs. Ismay, Imrie & Co are advised by their
 London (City) Office that the "Cairnrona" sailed
 from London on Thursday last with 315 passengers
 on board.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 20 Aug. 1910 Ansd.

14196

Petitioner's Exhibit 1602.

14197

*G. No. 953.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 19th, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 950.)

The Hamburg Amerika Linie have informed the
 Holland Amerika Linie under the 16th instant, that
 they have postponed the sailing date of the fighting
 steamer "Graf Waldersee" by one day, so that this
 steamer sailed on the 18th inst. which was the sailing
 date of the "Volturno."

14198

Respectfully,

Defendants' Exhibit 367.*G. No. 954.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

14199

Jena, August 19th, 1910.

To the Parties:

Thomson Line. (G. No. 952.)

From August 7 - 14th 83 passengers arrived at
 Antwerp in care of Mr. Kilian for the Thomson Line.

Respectfully,

14200

Defendants' Exhibit 368.*G. No. 955.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 20th, 1910.

To the Parties:

14201

Uranium S.S. Co. Ltd. (G. No. 927.)

Hereafter I beg to continue the list of eastbound
 departures for next month:

Thursday, Septbr. 1st Gr. Kurfurst, La Lorraine.
 Saturday, Septbr. 3rd. Birma, Baltic, Lapland, Car-
 onia, Kais. Auguste Victoria, California, St. Louis,
 Chicago.

Tuesday, Septbr. 6th. Kaiser Wilhem II., Noor-
 dam.

Wednesday, Septbr. 7th. Lusitania, Bluecher, Oce-
 ania.

14202

Thursday, Septbr. 8th Pr. Friedrich Wilhelm, La
 Provence.

Saturday, Septbr. 10th. Arabic, Celtic, Cleveland,
 Furnessia, Newyork, Kroonland.

Tuesday, Septbr. 13th. Kaiser Wilhelm d. Grosse,
 Rotterdam.

Wednesday, Septbr. 14th. Campania, Deutschland,
 Pres. Lincoln, Majestic.

Thursday, Septbr. 15th. Barbarossa, La Savoie.

Saturday, Septbr. 17th. Russia, Cedric, George
 Washington, Carmania, Amerika, Columbia, St. Paul,
 Finland, Niagara, La Gascogne.

Defendants' Exhibit 368

14203

Tuesday, Septbr. 20th. Kronpr. Cecilie, Ryndam.

Wednesday, Septbr. 21st. Mauretania, Pres. Grant,
Adriatic.

Thursday, Septbr. 22nd. La Lorraine.

Saturday, Septbr. 24th. Arabic, Cincinnati, Caledonia, Philadelphia, Vaterland.

Tuesday, Septembr. 27th. Kronprinz Wilhelm,
Potsdam.

Wednesday, Septbr. 28th. Lusitania, Teutonic.

Thursday, Septbr. 29th. Friedrich d. Gr., Graf
Waldersee, La Touraine.

I still beg to communicate that S.S. "Volturno" left
New York August 18th with about 400 steeragers at
a net rate of about \$18; the competing S.S. "Graf
Waldersee" had obtained 1636 steeragers at \$24, less
\$2.

14204

Respectfully,

P. S. According to another report the "Volturno"
had 375 passengers.

14205

14206

Defendants' Exhibit 369.*G. No. 956.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 20th, 1910.

To the Parties:

Thomson Line. (G. No. 954.)

14207

The American Line, Liverpool inform me of the following, which is a copy of what their Southern Office write them:

"With regard to the application from the Thomson Line, the S.S. 'Tortona' we understand will definitely sail from here on Saturday next, and although many passengers are not expected to embark we understand that Messrs. Nisbett & Fladgate, the Agents here, are receiving a considerable number of applications for passage, chiefly from the poorer class of passengers who want to go at lower rates than those offered by the regular Lines."

14208

Respectfully,

Defendants' Exhibit 370.

14209

G. No. 957.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 22nd, 1910.

To the Parties:

Eastbound Deported passengers & charity passengers.
 (G. 951)

With reference to circular letter G. No. 942 I beg to communicate the replies so far received, regarding the joint letter of the Canadian Lines in above matter.

14210

(1) Letter of the Holland American Line, dated August 13th:

"The idea of byelaw 11 was not that passengers need not be accounted for, simply because they were being deported by the Government, but because the deportation had to take place either without any compensation to the Steamship Line or merely against payment of cost of subsistence. Therefore in order to determine whether a passenger has to be pooled it is not sufficient to say that the Government has ordered his deportation; in our opinion all depends on the amount that the Government pays for his transportation. We do not think that a sum of \$15 can very well be regarded as just covering cost of subsistence, it does more than that and for this reason the Canada Line's deported passengers for whose transportation the Canadian Government has paid us \$15 (for N. D. L. V. Lines' joint service, Secretary), have been duly accounted for in the pool."

14211

14212

Defendants' Exhibit 370

(2) Letter of the Norddeutscher Lloyd, dated August 18th:

"With reference to circular No. 942 we do not think that the passengers mentioned by the Canadian Lines as belonging to the first category can be considered either as 'bondables' or as 'passengers returned at the request of a Government against payment of the cost of subsistence.'

14213

"The term 'bondable' can, in our opinion, only apply to passengers who have remained 'in bond' *i. e.*, passengers who have been refused admittance and have been deported before actually entering the United States or Canada. The passengers in question having been admitted by the Canadian Immigration Authorities and having stayed in Canada for some time, cannot be considered as bondables. On the other hand, the rate of \$15 which is paid by the Canadian Government for the transportation of these passengers cannot be said to cover merely the cost of subsistence which, considering the short trip, could hardly exceed one pound.

14214

"We therefore hold that the passengers in dispute should be pooled. However, if the other Lines are inclined to consider them as exempted, we do not intend to raise any objections."

I also beg to request the other parties, who have not yet answered, to let me have their views.

Respectfully,

Defendants' Exhibit 371.

14215

G. No. 958.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 22nd, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 955).

14216

The 463 steeragers which sailed per S. S. "Campania" from Rotterdam August 13th (G. No. 946) were composed as follows:

3 Germans
 231 Russians
 129 Austrians
 44 Hungarians
 18 Italians
 21 Roumanians
 13 Bulgarians
 3 Turks
 1 American

14217

 463

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 25 Aug. 1910. Ansd.

14218

Petitioner's Exhibit 1603.*G. No. 959.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, August 25th, 1910.

To the Parties:

14219

Uranium S.S. Co. Ltd. (G. 958)

The Holland America Line write that ss. "Grosser Kurfürst" has been selected as opposition steamer against ss. "Campania," both steamers leaving New York September 1st. The Holland-Amerika Line have asked the Norddeutscher Lloyd to cable their New York office to fix the rate at \$27, less \$2, commission.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 27 Aug. 1910. Ansd.

14220

Defendants' Exhibit 372.

14221

G. No. 960.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, August 26th, 1910.

To the Parties:

Uranium S.S. Co. Ltd. (G. No. 959.)

14222

S.S. "Uranium" left Rotterdam yesterday afternoon with 61 cabin passengers and 475 steeragers; of the latter 242 are booked for Halifax.

By a clerical error in G. 955, S.S. "Arabic" has been noted amongst the steamers sailing eastbound September 10th; the name of said steamer is to be struck for that date.

Respectfully.

14223

14224

Defendants' Exhibit 373.*G. No. 961.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 26th, 1910.

To the Parties:

Uranium SS. Co.

The Anchor Line send me the following excerpt form of a letter of their New York Office dated August 12th:

14225

"*E. B. Rates:* Follow all you say on this subject. Now that our Continental rate is up to \$35.00, we cannot expect much of this business. The s.s. 'Graf Waldersee' is to sail on the 18th. inst., rate \$27.00. This rate, announced on August 9th, will naturally turn all the Continental business to this steamer, in fact it is getting so now that the Agents throughout the country know just exactly when to expect reduced rates. They watch the sailings of the Uranium S.S. Co., and know that there will be a reduced rate by one of the Conference Lines sailing the same week."

14226

The Anchor Line comment on this:

"Are the Lines not simply playing into the hands of the agents & passengers by continuing the present mode of competition against 'Uranium Co.'"

What is said above seems obvious but facts apparently do not corroborate it throughout. Annexed is a statement week by week of the total carryings of Continental steeragers via Northern ports by all the Lines, except the Uranium S.S. Co., as far as the figures are within my reach.

- Respectfully,

Defendants' Exhibit 373

14227

*Annex to G. No. 961.**Total carryings of Continental steeragers via Northern Ports by all Lines except the Uranium S.S. Co.*

1910				
Week				
Jan'y	1- 8	1642	Uranium Steamer	
"	9-15	1061		
"	16-22	1380	Ur. St.	
"	23-29	1117	Ur. St.	
"	30- 5/2	1248		
Feb'y	6-12	1324	2 Ur. St.	14228
"	13-19	902		
"	20-26	1482		
"	27- 5/3	2042		
Mar.	6-12	2627	2 Ur. St.	
"	13-19	1793	Ur. St.	
"	20-26	1879		
"	27- 2/4	2832		
April	3- 9	3465	Ur. St.	
"	10-16	2299		
"	17-23	2958	Ur. St.	
"	24-30	2170	Ur. St.	
May	1- 7	3548	Ur. St.	
"	8-14	2218		14229
"	15-21	3283	Ur. St.	
"	22-28	1943		
"	29- 4/6	3658		
June	5-11	3653	Ur. St.	
"	12-18	3036		
"	19-26	2762	Ur. St.	
"	26- 2/7	2869		
July	3- 9	3963	Ur. St.	
"	10-16	3513		
"	17-23	3401	Ur. St.	
"	24-30	2490		

14230

Defendants' Exhibit 374.

G. No. 962

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, August 27th, 1910.

To the Parties:

14231

Direct S. S. Line between Sweden and U. S.

According to a report to the "Frankfurter Zeitung" by their Hamburg correspondent a committee has been constituted in Gothenburg for the establishment of a direct S. S. Line between Sweden and the United States.

Respectfully,

14232

Defendants' Exhibit 375.

14233

G. No. 963.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, August 27th, 1910.

To the Parties:

Thomas Line. (G. 956)

14234

I am informed that the steamer "Tortona" sailed from London on the 18th and from Southampton on the 20th instant for Portland with 198 III. class passengers.

Of this number 154 embarked in London and 44 in Southampton. The passengers who joined in London are said to be all Continentals; from Southampton there were 26 Continentals and 18 British. Besides the "Tortona" had from Southampton 23 first class passengers.

Respectfully,

14235

14236

Petitioner's Exhibit 1604.*G. No. 964.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, August 29th, 1910.

To the Parties:

14237

Uranium S.S. Co. (G. No. 961)

With regard to G. No. 959 I beg to inform the parties that the Holland America Line have asked the Norddeutscher Lloyd, to cable New York to reduce the rate of the fighting steamer "Grosser Kurfürst" from \$27 less \$2 commission to \$24 less \$2 commission.

Respectfully,

14238

Defendants' Exhibit 376.

14239

G. No. 965.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, August 29th, 1910.

To the Parties:

*Cunard's Hungarian Deported Passengers (G. No.
944)*

With reference to G. No. 923 & 944 I beg to communicate the following correspondence:

14240

1) Letter of the Cunard Line dated August 20th:

"We have perused with interest your G. 944 on the subject of passengers carried by our steamers from New York to Fiume on Hungarian Government Orders at the rate of \$10. We do not think we have anything to add to the very full explanation contained in our letter of the 25th July. For these passengers we only receive £2 for a voyage of 20 days, and if they were pooled, they would have to be pooled at a rate of £4. From a careful perusal of the statistics it seems that these Government Consular passengers were not included in the 1906/7 figures which were under review at the time the agreements were made. We believe the figures taken were Sandford's, and reference to these we believe will confirm our statement. The figures mentioned by the Hamburg-American Line are the ordinary passengers deported by the American Government."

14241

2) Letter of the Secretary to the Cunard Line, dated 23rd:

14242

Defendants' Exhibit 376

"I received your favor of 20th instant.

"You are quite right that the figures on which your percentage was based were those of the Sandford's statistics, which did not include the passengers 'returned' by the U. S. authorities. As the Hungarian Consular passengers do not belong to this category it seems to me that they were included in the basing figures. If you have still the passenger lists of 1907 you could easily ascertain it. I await your kindly reply."

14243 3) Letter of the Cunard Line dated August 25th:

"We beg to acknowledge the receipt of your letter of the 23rd August, on the subject of Consular and deported passengers in our East-bound Adriatic Service, and can only confirm the statement made to you in ours of the 20th instant, that the figures advised to Mr. Sandford for the years 1906/7, which were under review when considering percentages, do not include Consular passengers. We had previous to writing you, made reference to our Schedules, and for your information now give you four random examples in each year, from which you will see that an approximate general statement may be made that the figures in Mr. Sandford's Transatlantic Movement Book do not include Consular or deported passengers."

14244

From the random examples of the Cunard Line, of which the Annex is a copy, it seems to result that the Hungarian deported passengers were *not* included in the basing figures of 1906 and 1907, and under these circumstances it seems but fair, that they should not be included now.

Respectfully,

*Defendants' Exhibit 376**Annex to G. No. 965, 29/8, 10.*

1906.

Steamer	Date	Total on Board	Total per Lawson Sanford	Gross Total Non- Italians	Consu- lar	De- port- ed	Nett Total Non- Itali- ans
Ultonia	March 20	195	176	93	18	1	74
Slavonia	May 22	255	218	143	35	3	105
Pannonia	July 17	327	296	131	24	4	103
Pannonia	Sept. 11	343	320	123	23	3	97

1907

Slavonia	April 11	295	272	123	14	13	96
Pannonia	June 20	458	428	196	37	1	158
Ultonia	July 25	518	493	106	18	7	81
Ultonia	Sept. 12	634	607	162	25	1	136

14248

Petitioner's Exhibit 1605.*G. No. 966.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, August 30th, 1910.

To the Parties:

14249

Norwegian American Line (G. No. 702.)

The "Frankfurter Zeitung" received yesterday the following telegram from their Hamburg correspondent:

"In the constituting meeting of the Norwegian America Line it was communicated that of the whole subscribed capital of Kr. 275 Millions Kr. 1 1/2 Millions have been taken by Schichau in part payment of the S.S. 'Kaiser Friedrich,' which has been bought for Kr. 4,75 Millions. Kr. 900,000 have been subscribed in America; hence only Kr. 500.000 have been subscribed in Norway."

14250

The "Kaiser Friedrich" is a twin screw steamer of 12480 Tons Gross Register & 25000 H. P. and was built at the Shipbuilding Yard of Schichau, Danzig, in 1898.

Respectfully,

Defendants' Exhibit 377.

14251

G. No. 967.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 1st, 1910.

To the Parties:

Uranium S.S. Co. (G. No. 955.)

I am informed that S.S. "Volturno" landed on the
 30th instant about 450 passengers at Rotterdam in-
 stead of about 400 as previously reported. Included
 in the number are 27 Deported.

Respectfully,

14252

Defendants' Exhibit 378.*G. No. 968.*

ATLANTIC CONFERENCE.

14253

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 3rd, 1910.

To the Parties:

Uranium S.S. Co. (G. No. 967)

S.S. "Campania" left New York on the 1st in-
 stant with 425 steeragers.

Respectfully,

14254

Defendants' Exhibit 379.*G. No. 969.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 5th, 1910.

To the Parties:

14255

Eastbound Deported & Charity Passengers from Canada (G. 957)

With further reference to G. No. 942 I beg to communicate the following letters:

1) Letter of the American Line, Southampton, dated August 26th:

"Referring to your circular Letter G. 957 of the 22nd instant respecting the accounting for Eastbound deported and charity passengers and asking for the opinion of the Lines respecting same, our views are in accordance with those set out in the letter addressed to you (see your circular G. 942) of August 12th on the 6th of August by the Canadian Lines."

14256

2) Letter of the Hamburg Amerika Linie dated August 29th:

"Reverting to circulars 942 & 957 we would say that in our opinion the passengers who are sent back at the request of the Canadian Government against payment of \$15, are, strictly speaking, subject to pooling, and as the Holland-Amerika Line has already pointed out, such passengers have so far been duly ac-

counted for by the Canadian Joint Service of the Continental Lines.

"On the other hand it is to be admitted that this puts a hardship on some of the Lines, but we have in similar cases not applied to the pool in order not to disturb a sound principle, when only a few hundred pounds were involved. We have no idea what the passengers carried at the \$15 fare by order of the Canadian Government amount to, and if it is really a serious item, then we would propose to have the matter noted for the Agenda of the next meeting.

14258

"Of course, the treatment must be uniform over all Lines."

- 3) Letter of Cunard Line dated September 1st:

"With regard to the questions raised in your G. No. 942 and 957, the point that occurs to us is whether or not such passengers were included in the figures upon which the percentages of the Lines in question were based. If they were actually included in the numbers, then our feeling is that there is no alternative but to account for them now to the Agreements, though we are quite prepared to fall in with the views of the majority of the Lines on the point."

14259

- 4) Letter of the Anchor Line dated September 2nd:

"In regard to your G. Nos. 942, 957:

"Eastbound deported passengers and charity passengers.

14260

Defendants' Exhibit 379

"We do not care about entering into the merits of the questions raised by the above letters. The United States British Lines some time ago made their charity rate \$25 & pooled the business. They also made a rate of 3/- per day for mere subsistence when necessary to grant passages under stringent circumstances, but in this case not to pool business.

14261

"The whole matter is whether a \$15 rate should be pooled. This rate leaves a profit and all business taken at a profit should be pooled, but we should agree with Lloyd not to insist now on this traffic (at \$15), being pooled during the currency of the present A. A. Agreement."

Before the matter is further dealt with I would ask the Canadian Lines, whether the passengers in question were included in the Sandford's statistics, which were the basis of the percentages and further the number of such passengers in 1909.

Respectfully,

14262

Defendants' Exhibit 380.

14263

G. No. 970.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 5th, 1910

To the Parties:

Uranium S.S. Co. (G. No. 968)

14264

I beg to communicate the following New York cable
 of The Hamburg Amerika Linie:

"Campania hence September first about four
 hundred steerage netrate about nineteen dollars
 also nine depots. Kurfürst September first
 sixteen hundred at twenty-four less two hun-
 dred seventy overbooked will be sent Kaiserin."

Respectfully,

14265

14266

Petitioner's Exhibit 1606.*G. No. 971.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, September 6th, 1910.

To the Parties:

14267

Eastbound Agreement Royal Line (G. 949)

Enclosed I beg to send printed copies of the Agreement on eastbound business with the "Royal Line," which in order to distinguish it from other Agreements has obtained the cipher C.C.

Respectfully,

14268

Defendants' Exhibit 381.

14269

G. No. 972.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 7th, 1910.

To the Parties:

Payments to the Scandinavian-American Line.

14270

I beg to request the parties to make the following
 payments to the Scandinavian-American Line for Au-
 gust in conformity with Form 41, No. 4:

N. D. L. V. Lines	£ 572.
Allan Line	" 62.
Anchor Line	" 49.
American Line	" 108.
Dominion Line	" 18.
White Star Line	" 194.
Cunard Line	" 189.
Canadian Pacific Ry. Co.	" 56.

14271

 £1248

Respectfully,

14272

Defendants' Exhibit 382.*G. No. 973.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 7th, 1910.

To the Parties:

14273

Payments for August.

In conformity with Form 30, No. 8, I beg to request the parties to make the following payments for August:

Allan Line to Anchor Line	£ 593.
Dominion Line to American Line	" 1046.
Dominion Line to White Star Line	" 2385.
Cunard Line to Continental Lines	" 8800.
Cunard Line to Anchor Line	" 9.
Cunard Line to White Star Line	" 978.
Cunard Line to Canadian Pacific Ry. Co.	" 112.
Cunard Line to Donaldson Line	" 100.

14274

 £14023.

Respectfully,

Defendants' Exhibit 383.

14275

G. No. 974.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 7th, 1910.

To the Parties:

Payments with the Russian America Line.

According to Form 35, No. 8, the parties have to
 make the following payments for August:

14276

Russian America Line to Continental Lines	£3536.
Allan Line to Russian America Line	" 16.
Russian America Line to Anchor Line	" 175.
Russian American Line to American Line	" 303.
Russian America Line to Dominion Line	" 244.
Russian America Line to White Star Line	" 439.
Russian America Line to Cunard Line	" 719.
Canadian Pacific Ry. Co. to Russian America Line	" 52.

I beg to request the parties to effect the payments
 as follows:

Russian America Line to Continental Lines	£3536.	14277
Russian America Line to Anchor Line	" 107.	
Russian America Line to American Line	" 303.	
Russian America Line to Dominion Line	" 244.	
Russian America Line to White Star Line	" 439.	
Russian America Line to Cunard Line	" 719.	
Allan Line to Anchor Line	" 16.	
Canadian Pacific Ry. Co. to Anchor Line	" 52.	

 £5416.

Respect fully,

14278

Defendants' Exhibit 384.

G. No. 975.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 8th, 1910.

To the Parties:

Cunards Non-Hungarian Passengers via Fiume.

14279

When auditing the Cunard Line's passenger lists during my recent stay in Liverpool I solicited information from them, what passengers by their Fiume service they considered as Non-Hungarians to be accounted for under Appendix III to Agreement AA as far as they exceed 7%. I pursued the question by letter to the Cunard Line of August 1st reading:

14280

"I beg to revert to the question of Non-Hungarian passengers which is in a rather unsatisfactory state, at least for me, since I do not know what is exactly meant by 'Non-Hungarian.' I find you are right in that respect, that the 7% were arrived at in this way, that of the total number of steeragers landed at New York by your Fiume service as per the statistics of nationalities there was deducted the number of those which appear in these statistics as Hungarians and the balance were considered as Non-Hungarians. The consequence, it seems to me, ought to be that in the ensuing years, the same method be employed. The figures are derived from official sources and could therefore be taken to be correct.

"All other methods are more or less open to criticism. It has not become clear to me, in which way you ascertain the number of

Non-Hungarians, nor which passengers you consider as such. I may be mistaken if I understood that you took as Non-Hungarians the steeragers embarking at Trieste. As I pointed already out, when in Liverpool, these numbers and those reported by you as Non-Hungarians do not agree.

"It is clear that 'Hungarians' cannot mean the race, or nationality which would be only those known under the name of 'Magyars,' and would exclude all the other nationalities living in Hungary such as Rumanians, Slovaks, Servians, Germans etc. It therefore can only mean either citizens of Hungary proper or all people residing in its boundaries. It seems to me reasonable that it must be taken in this latter sense. If memory serves me right one of the reasons why you could not enter the pool for your Fiume service was, that you were tied for business from Hungary by your contract with the Government and it was in consideration of this circumstance that it was thought right that you be not bound for that part of your business which falls under this contract, but that you might bind yourself for all other business say *f. i.* from Servia, Bosnia, Croatia, Dalmatia, Greece, etc. to which your contract does not apply.

14282

14283

"I should feel obliged if you would kindly let me know precisely what in your opinion is the correct interpretation of 'Non-Hungarians,' and I would then submit the matter to the A. C. Lines."

In reply I have the following letter from the Cunard Line of 3rd instant:

"With reference to your letter of the 1st August and our acknowledgment of the 6th,

14284

Defendants' Exhibit 384

with regard to the exact definition of the term 'non-Hungarian,' we may say that we have looked upon a passenger of Hungarian nationality as one owing political allegiance to Hungary. The numbers which we have accounted for as 'Hungarian' have come under the control of the Hungarian Government.

14285

"A comparison of the figures which we have accounted to you this year with those taken from the nationality sheets show that there is very little difference between our methods and those of the Immigration Authorities at New York."

In comparing the figures of the Cunard Line for this year with those of the statistics of nationalities (having due regard to it, that the statistics of nationalities contain the figures of arrivals and the Cunard Line's figures contain the passengers departed from Europe in the same period) I arrived at the following result:

Up to June 30th:		Total	Non-
		passengers	Hungarians
according to			
14286	a) Statistic of Nationalities	25947	1652
	b) Cunard Line's reports	25818	1431
difference in favor of Statistic			
	of Nationalities	+129	+221
Up to July 31st			
the Statistic of Nationalities show			
a plus against Cunard's reports of		16	276

I beg to leave it to the lines to decide whether the question of the Cunard Line's Non-Hungarians by their Fiume service should be further ventilated.

Respectfully,

Defendants' Exhibit 385.

14287

G. No. 976.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 9th, 1910.

To the Parties:

Uranium S.S. Co. (G. 977.)

The S.S. "Volturno" left Rotterdam yesterday afternoon with 729 steeragers of which 346 for Halifax, and 27 cabin passengers of which 3 for Halifax.

14288

Respectfully,

Petitioner's Exhibit 1607.*G. No. 977.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

14289

Jena, September 9th, 1910.

To the Parties:

Uranium S.S. Co. Ltd. (G. 970)

The Holland-America Line have appointed S.S. "Russia" September 15th from Newyork opposition steamer against S.S. "Uranium" leaving Newyork the same day; the rate has been fixed at \$27.— less \$2.— commission.

Respectfully,

14290

Petitioner's Exhibit 1608.*G. No. 978.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, den 10 September 1910.

To the Parties:

Thomson Line. (G. No. 963.)

14291

With regard to the application of the Thomson Line for admittance into the Conference the Holland Amerika Line write:

14292

"Before we are able to answer the question as to whether it would be advisable to admit the Thomson Line into Conference, we should like to know the opinion of the British Lines, especially of those who are in favour of such an admission, for what reasons they consider it advisable to grant the Thomson Line's application. We should also like to be informed what the opinion of the British Lines is as to the probability of the Thomson Line's maintaining their passenger service. So far it does not seem to have been a very successful enterprise, in as much as from the date they started until August 31st they have only carried 1823 steerage passengers westbound and 492 eastbound. The British Lines, we expect, will be the best judges regarding the prospects of this Line and we should like to be guided by their judgment."

Will the B. L. please state their reasons for the information of the Continental Lines.

Respectfully,

Petitioner's Exhibit 1609.

14293

G. No. 979.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, September 12th, 1910.

To the Parties:

Uranium S.S. Co. Ltd. (G. No. 977.)

14294

With reference to G. No. 977 I beg to inform the parties, that according to a cable which the Holland-America Line received from New York, the nett rate for S.S. "Uranium," September 15th, has been reduced to \$22.— The Holland-America Line consequently have asked the Russian American Line to cable their New York office to reduce the rate for S.S. "Russia" September 15th, to \$24 less \$2 commission.

Respectfully,

14295

14296

Petitioner's Exhibit 1610.*G. No. 980.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 15th, 1910.

To the Parties:

14297 *Interval in Scandinavian American Line's sailings.*

I beg to submit the following letter from the Scandinavian American Line:

"Being just occupied with the compilation of our sailing schedule for 1911, which will not be issued before all doubtful points are removed, we call your attention to article No. 27 of the Scandinavian Agreement, which says:

14298

"IF EITHER PARTY IS COMPELLED BY VIS MAJOR TO DISCONTINUE ITS ENTIRE SERVICE OR EVEN ONLY ITS ENTIRE STEERAGE SERVICE FOR LONGER THAN FOUR WEEKS AFTER ITS LAST SAILING (THE DAY OF THIS SAILING INCLUDED) THIS CONTRACT IS SUSPENDED FROM THE DAY OF SUCH LAST SAILING, BUT BECOMES AGAIN OPERATIVE IMMEDIATELY UPON THE RESUMPTION OF THE SUSPENDED SERVICE OR EVEN ONLY OF THE STEERAGE SERVICE. THIS CLAUSE WILL NOT APPLY TO THE USUAL INTERVAL IN

Petitioner's Exhibit 1610

14299

*THE S. A. L. SAILING IN DECEMBER
AND JAN.'*

"When the Scandinavian Agreement was signed, it was mutually understood, that this article should apply to Eastbound traffic as well, although it is not specially pointed out in the Eastbound agreement. Before going to action with the printing of our new sailings, we should like to have this item quite clear, so that no objections arise afterwards."

I think it goes without saying that the last sentence of the clause cited by the Scandinavian American Line must apply eastbound to the corresponding interval of sailings as well. Should the parties be of different opinion I shall be glad to be advised of it until 22nd instant.

14300

Respectfully,

14301

14302

Defendants' Exhibit 386.*G. No. 981.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 15th, 1910.

To the Parties:

14303

Cunard Line's deported Hungarians via Fiume.
(G. No. 965.)

In connection with the conclusion drawn at the end of circular letter G. 965 it has been proposed by the Hamburg American Line that the following resolution be passed at the next meeting:

"Agreed that the Hungarian passengers carried on Hungarian Government orders at the rate of \$10.— need not be pooled by the Cunard Line (Adriatic service), up to 500 per year as foreseen in the contract between the Hungarian Government and the Cunard Line."

14304

I shall place the matter on the Agenda.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 17 Sep. 1910. Ansd.

Pettioner's Exhibit 1611.**14305***G. No. 982.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 15th, 1910.

To the Parties:

*Uranium S.S. Co. Ltd. (G. 979.)***14306**

The Holland Amerika Line communicate that according to a cable received from New York the nett rate for S.S. "Uranium" September 15th has been further reduced to \$20.— and that they consequently have asked the Russian America Line to cable their New York office to further reduce the rate for S.S. "Russia" September 15th to \$22 less \$2.— commission.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 17 Sep. 1910. Ansd.

14307

14308

Petitioner's Exhibit 1612.*G. No. 983.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, September 16th, 1910.

To the Parties:

14309

Uranium S.S. Co. Ltd. (G. 982.)

The "Campania" which left New York on the 1st instant arrived at Rotterdam on the 13th where she landed 400 passengers including 27 deported passengers.

According to the Holland-America Line the name of the above steamer has now been changed to "Campanello."

Respectfully,

14310

Defendants' Exhibit 387.

14311

G. No. 984.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, September 17th, 1910.

To the Parties:

Uranium S.S. Co. Ltd. (G. No. 983.)

14312

The Hamburg Amerika Linie received following
New York cable:

"'Uranium' hence September fifteenth about
five hundred fifty steeragers net rate about
eighteen dollars also fourteen deported 'Rus-
sia' twelve hundred seventy-eight at twenty-
two less two."

Respectfully,

14313

14314

Petitioner's Exhibit 1613.*G. No. 985.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 19th, 1910.

To the Parties:

14315

Second Class Rates.

Messrs. Ismay, Imrie & Co. write on 16th instant:

"In view of the recent advance effected in the Third Class rates and also the comparatively small difference now existing between the Third and Second Class rates, we suggest that the latter be advanced for all steamers by say £1, from the 1st October next. If this proposal does not meet with the approval of the Lines, we would then suggest that during next year from April 1st to October 31st, the minimum rates be increased by say £1."

14316

Will the parties please let me have their views to the above proposals.

Messrs. Ismay, Imrie & Co. ask me that if the assent of all the Lines to one or other of the aforementioned proposals is not obtained by correspondence, to have the matter entered on the agenda of the next meeting.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 21 Sep. 1910. Ansd.

Defendants' Exhibit 388.

14317

G. No. 986.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 20th, 1910.

To the Parties:

*Compensation for fighting rates S.S. "Newyork,"
 May 21st, "Celtic," May 21st, S.S. "George Wash-
 ington," June 9th. (G. No. 917.)*

The following bills for passengers carried at fight- 14318
 ing rates have been submitted by:

1) American Line:

"To amount of compensation due to S.S.
 New York sailed from 'New York' May 21st,
 for passengers booked at competition rates,
 viz:

Adults Children Infants

355	31	22	= 370½	
			adults at \$6.—	\$2223.—
293	21	9	= 303½	
			" at \$3.—	\$ 910.50
648	52	31	= 674	\$3133.50"

14319

2) White Star Line:

"Compensation due to the S.S. 'Celtic' voy
 99 East from New York May 21st in com-
 petition with the North West Transport Cos
 S.S. 'Vultorno' May 21st

Ad. Ch. Inf.

10	1	0	@ \$27 rate = @ \$3.— =	\$ 31.50
25	2	1	@ \$24 rate = @ \$6.— =	\$156.—
35	3	1		\$187.50"

14320

Defendants' Exhibit 388

Note: These passengers were transferred from the American Line S.S. "New York" May 21st.

For both steamers I beg to refer to G. 839 & 849.

3) Norddeutscher Lloyd:

"Note of compensation for opposition s.s. George Washington, June 9th off Newyork (vide G. 873).

173/1 28/2 15/0 at a rate of \$24.—

Compensation for 187 @ \$6.— = \$1122.—

639/1 113/2 40/0 at a rate of \$27.—

14321

Compensation for 695½ @ \$3.— = \$2086.50

812/1 141/2 55/0

\$3208.50

The bills of all three steamers having been verified by me, I beg to request to make the following payments:

By		To			
		American L.	White Star L.	Nordd. Lloyd	
14322	Anchor Line	3.59%	\$ 112.49	\$ 6.73	\$ 115.18
	Cunard Line	13.83%	433.36	25.93	443.74
	Hapag	11.53%	361.29	21.62	369.94
	Nasrn	5.58%	174.85	10.46	179.63
	Lloyd	16.99%	532.38	31.86	545.12
	Red Star Line	7.84%	245.67	14.70	251.55
	White Star Line	14.17%	444.02	26.57	454.64
	American Line	7.98%	250.05	14.96	256.04
	Dominion Line	1.37%	42.93	2.57	43.96
	Canpac	4.10%	128.47	7.69	131.55
	Transat	4.68%	146.65	8.77	150.16
	Austro	1.76%	55.15	3.30	56.47
	Rusamerika	2.83%	88.68	5.31	90.80
	Scand. American Line	3.75%	117.51	7.03	120.32
		100.00	\$3133.50	\$187.50	\$3208.50

Respectfully,

H. PETERS.

Petitioner's Exhibit 1614.

14323

G. No. 987.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, September 21st, 1910.

To the Parties:

Royal Line. (G. 971.)

14324

With reference to the agreement with the Royal Line I should like to be instructed whether in the opinion of the parties the Royal Line is to receive a copy of all A. C. circular letters which would include the circulars bearing on the measures against the Uranium S.S. Co. and circular letters regarding westbound business though the Royal Line is only within the limits of Agreement DD interested in it. So far I have only sent them such circulars which relate to the working of the Agreements between the Royal Line and the A. C. Lines. I should like to know whether in the A. C. Lines' opinion this method is correct and whether it may be adhered to.

14325

Respectfully,

14326

Petitioner's Exhibit 1615.*G. No. 988.*

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, September 22nd, 1910.

To the Parties:

Norwegian American Line. (G. No. 966.)

14327

With regard to the telegram of the "Frankfurter Zeitung," communicated in G. No. 966, concerning the purchase of the steamer "Kaiser Friedrich," I beg to communicate the following information contained in the "Shipping Gazette" of September 20th:

(From a correspondent)

14328

"It is reported that the Norwegian American Line will not now complete the purchase of the steamer Kaiser Friedrich. The increasing public opinion against the acquisition of this vessel seems to have altered the decision of the directors of the new company, and funds will now be subscribed to enable them to dispense with the German capital, which would have followed if the boat were taken over. In the near future a decision will be arrived at as to whether the company will purchase suitable steamers, or call for tenders for the building of new boats. The interest in the establishment of a national route between Norway and North America is increasing."

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 24 Sep. 1910. Ansd.

Defendants' Exhibit 389.**14329**

G. No. 989.

ATLANTIC CONFERENCE.

Secretary's Office

Telegraph Address:

"Secretair," Jena.

Jena, September 22nd, 1910.

To the Parties:

Uranium S.S. Co. Ltd. (G. 955.)

The eastbound departures for October will be as follows:

Saturday	October	1st	Kais. Auguste Victoria, Vaderland, St. Louis, Baltic, Caronia, California, Floride, Chicago.	14330
Tuesday	"	4th	Nieuw Amsterdam, Kais. Wilhelm II.	
Wednesday	"	5th	Pennsylvania, Oceanic, Campania.	
Thursday	"	6th	Gr. Kurfürst, La Provence.	
Saturday	"	8th	Deutschland, Lapland, Newyork, Celtic, Furnessia.	
Tuesday	"	11th	Noordam, Kaiser Wilhelm der Grosse.	
Wednesday	"	12th	Bluecher, Majestic, Mauretania.	
Thursday	"	13th	Prinz Friedrich Wilhelm, La Savoie.	
Saturday	"	15th	{ Birma, Kroonland, St. Paul, Cedric, Carmania, Columbia, Caroline, La Gascogne.	
Tuesday	"	18th	Rotterdam, Kronprinzessin Cecilie.	
Wednesday	"	19th	Pres. Lincoln, Adriatic, Lusitania.	
Thursday	"	20th	George Washington, La Lorraine.	14331
Saturday	"	22nd	Amerika, Finland, Philadelphia, Arabic, Calendonía.	
Tuesday	"	25th	Ryndam, Kronprinz Wilhelm.	
Wednesday	"	26th	Pres. Grant, Teutonic, Campania.	
Thursday	"	27th	Barbarossa, La Touraine.	
Saturday	"	29th	Cincinnati, Russian American L. steamer, Vaderland, St. Louis, Baltic, Californie, Niagara, Chicago.	

Will the Lines please send me copy of their itinerary latest edition.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.

Recd. 24 Sep. 1910. Ansd.

14332

Defendants' Exhibit 390.*G. No. 990.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 23rd, 1910.

To the Parties:

14333

*Uranium S.S. Co. Ltd. (G. No. 989.)**Eastbound*

The Holland-America Line give notice that they have appointed as fighting steamer against ss. "Volturno," September 29th, ss. "Lituania" leaving New York the same day. They further have asked the Russian American Line to cable their New York office to fix the rate at \$27.— with \$2 commission.

Westbound

The ss. "Campanello" (Campania) left Rotterdam yesterday afternoon, with 40 cabin passengers and 710 steeragers of which 318 for Halifax.

14334

Respectfully,

Petitioner's Exhibit 1616.

14335

G. No. 991.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 24th, 1910.

To the Parties:

Scandinavian American Line. (G. No. 980.)

14336

No objection having been raised against the proposition of the Scandinavian American Line to have the interval in their westbound sailings apply also for the corresponding period eastbound I beg to propose to pass the following resolution:

"Minute 156. Agreed that the last sentence of Art. 27 of the Scandinavian Agreement of March 3rd 1910 viz:

"This clause does not apply to the usual interval in the Scandinavian American Line sailings in December and January"

14337

shall apply in the same sense to the Agreement between the Scandinavian American Line and the Atlantic Conference for the corresponding interval eastbound."

Any objections to the wording I shall appreciate to receive until October 1st.

Respectfully,

14338

Defendants' Exhibit 391.*G. No. 992.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 24th, 1910.

To the Parties:

14339

Thomson Line. (G. 936.)

For the information of the Lines the White Star Line send the following copy of communication of 20th instant, from their Southampton office:

"The 'Cairnrona' arrived here early yesterday morning and has taken in some cargo and sailed today for Montreal.

14340

"We understand, though we are not certain of the numbers as the Company's representatives here decline to give us the information, that she has about 13 First, 30 Second and 320 Third Class passengers, of whom about 11 First, 27 Second and 65 Thirds have embarked here most of them coming by train from London."

Respectfully,

Defendants' Exhibit 392.

14341

G. No. 993.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 24th, 1910.

To the Parties:

Uranium S.S. Co. (990.)

14342

The steeragers of the ss. "Vulturno," which left
 Rotterdam on the 8th instant, were composed as
 follows:

1 German
 438 Russians
 82 Austrians
 65 Hungarians
 47 Italians
 26 Turks
 17 Roumanians
 1 Servian
 51 Bulgarians
 1 American

14343

 Total: 729

14344

Petitioner's Exhibit 1617.*G. No. 994.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 24th, 1910.

To the Parties:

14345

Compensation fighting steamer "Graf Waldersee"
Aug. 18th. (G. No. 986.)

The Hamburg America Line submit the following
 Bill for passengers carried at fighting rates by S.S.
 "Graf Waldersee" Aug. 18th, 1910 from New
 York. (G. 955, 950, 946, 941)

Regular rate \$35.—

347/1, 69/2, at \$27.— fighting rate equal to

\$3.— compensation rate = total \$1144.50

1013/1, 108/2 at \$24.— fighting rate equal

to \$6.— compensation rate = total \$6402.—

14346

Grand total \$7546.50

The passenger list has been verified and found
 in accordance with the above statements.

In the amount the parties participate as follows:

Petitioner's Exhibit 1617

14347

By		To	
		Hamburg	
		American Line	
Anchor Line	3.59%	\$ 270.92	
Cunard Line	13.83%	1043.68	
Hapag	11.53%	870.11	
Nasm	5.58%	421.09	
Lloyd	16.99%	1282.15	
Red Star Line	7.84%	591.64	
White Star Line	14.17%	1069.34	
American Line	7.98%	602.21	14348
Dominion Line	1.37%	103.39	
Canpac	4.10%	309.41	
Transat	4.68%	353.18	
Austro	1.76%	132.82	
Rusamerika	2.83%	213.57	
Scand. American L.	3.75%	282.99	
	<hr/>	<hr/>	
	100.00	\$7546.50	
	<hr/>	<hr/>	

Will the parties please pay the above amounts to
the Hamburg American Line.

Respectfully,

14349

14350

Petitioner's Exhibit 1618.*G. No. 995.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, September 26th, 1910.

To the Parties:

14351

Uranium S.S. Co. Ltd. (G. 993.)

With reference to the information given in circular letter G. No. 990, regarding the rate of the ss. "Lituania," the Holland-America Line inform me on 24th inst. that they received telegraphic news from their New York office according to which the net rate for ss. "Voluturno," September 29th from New York, has been reduced to \$22, in consequence of which the Holland-America Line have asked the Russian American Line to cable their New York office to reduce the rates for ss. "Lituania" to \$24 to Rotterdam and \$31 to Libau, both with \$2 commission.

Respectfully,

14352

Petitioner's Exhibit 1619.

14353

G. No. 996.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, September 27th, 1910.

To the Parties:

Second Class Rates. (G. No. 985.)

14354

Annexed hereto I beg to communicate the replies of the Lines which so far have expressed their views with regard to the proposals of Messrs. Ismay, Imrie & Co. contained in G. No. 985. As the assent to it of all the Lines is not obtained, I shall put the matter on the Agenda of the next meeting as requested.

Respectfully,

14355

14356

Petitioner's Exhibit 1620.*Annex to G. 996.27/9. 1910.*

- 1) Letter of the Allan Line, dated 21st inst.

"We have your circular of 19th instant, G. No. 985, embodying a letter from Messrs. Imsay, Imrie & Co., in which they propose on advance of £1 in Second Cabin rates as from the 1st of October, or, alternatively, from 1st April next until 31st October.

14357

"We do not favour an advance in Second Cabin rates, as after the beginning of October there will be ample room in the Second Cabin of our steamers, and we consider the present rates are sufficiently high.

"As to Messrs. Ismay, Imrie & Co.'s other proposal to make the advance operative from 1st April next until the 31st of October, in our opinion this is a matter that should be left over until it is decided whether or not the present Agreement, which expires at the end of February, is to be renewed. We have no objection, however, to the question being placed on the Agenda of the next Meeting."

- 2) Letter of the Anchor Line, dated 21st inst.

14358

"We fear that the proposal to add 20/— to present second class fares would not be feasible at the present time. At all events we consider that matter should receive full consideration from all the British Lines and we are therefore proposing that at next Conference meeting in Liverpool, the subject be fully discussed."

- 3) Letter of the C. P. R., dated 23rd inst.

"Replying to your G. 985 of the 19th instant in regard to the proposed advance in

Petitioner's Exhibit 1620

14859

second class fares—I think this is one which cannot be decided without an all round discussion and suggest that it be placed on the Agenda at the next meeting.”

- 4) Letter of the Donaldson Line, dated 21st inst.

“We have your letter of the 19th inst. G. No. 985 regarding proposed advance in 2nd class rate, but we do not think at this period of the year that any advance can be made on these rate. We are quite agreeable however that the matter be placed on the Agenda for the next meeting.”

14360

- 5) Letter of the Hamburg-Amerika Line, dated 20th inst.

“The White Star Line’s proposal to advance the second class rates for all steamers by £1.—/— from the 1st of October seems to us in view of the present not very flourishing times a most desirable and practicable means to increase the revenue of the Lines. We would agree to this proposal.”

- 6) Letter of the Holland-Amerika Linie, dated 20th inst.

14361

“We are agreeable to an all-round advance of second class rates by £1 as proposed by the White Star Line.”

- 7) Letter of the Norddeutscher Lloyd, dated 21st inst.

“In reply to circular G. No. 985 we beg to say that we fully share the views of Messrs. Ismay, Imrie & Co. as to the advisability of an all-round advance of second class rates, and that we agree with their proposal on the con-

14362

Petitioner's Exhibit 1620

dition that the advance be uniformly applied to all steamers and to all ports. We would also suggest to increase the existing first class minimum rates by a corresponding amount in order to maintain adequate differentials between first and second class."

- 8) Letter of the Red Star Line, dated 20th inst.

14363

"We agree to the proposals of Messrs. Ismay, Imrie & Co. to advance the second class rates for all steamers by £1 from 1st October next or that during next year from April 1st to October 31st the minimum rates be increased by £1.-/-."

- 9) Letter of the Cie. Gle. Transatlantique, dated September 26th:

"Nous sommes tout disposés à hausser de £1 tous nos minima en seconde classe, à la condition, bien entendu, que tous les autres navires, y compris ceux de l'Allan Line départ du Havre (newer and old steamers), soient augmentés d'un montant égal."

- 10) Reply of the Cunard Line to Secretary Smyth:

14364

"We are quite in sympathy with idea of increasing revenue but to our mind it is difficult to advance 2nd class rates further without affecting the first class."

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 24 Oct. 1910. Ansd.

Defendants' Exhibit 393.

14365

G. No. 997.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 27th, 1910.

To the Parties:

*Eastbound Deported—and Charity Passengers from
 Canada. (G. 969.)*

With regard to circular letter G. No. 969 I beg to
 submit the following joint letter:

14366

Liverpool, Sep. 22nd '10.

Mr. H. Peters,
 Secretary,
 Atlantic Conference, Jena.

Dear Sir,

*Re Eastbound Government Deported Charity
 Passengers.*

With reference to your letter No. G. 969, in reply we have to place on record that during 1906 & 1907 there were no Government Deported Charity passengers, consequently there were none included in the statistics which were the basis of the percentages. Up to May 1907 the Canadian Immigration Act only empowered the Government to deport passengers who had been in Canada for a less period than 12 months, but in May 1907 the Immigration Act was amended and the Government obtained authority to deport within two years. They, however, did not put this power into operation until the Autumn of 1908, when the Canadian Government came to an understanding with the Steamship Cos that if they made an Order on the Steamship Co for the deportation of an emigrant who had been resident in Canada more than

14367

14368

Defendants' Exhibit 393

one year and under two years they would pay the Steamship Co. a Charity rate of \$15 to cover the expenses of the deportation to the Steamship Co.

The deportation of such emigrants practically commenced in 1909 and during that year the numbers carried were as follows:

Allan Line	83
C. P. R.	32
Dominion Line	113

14369

We trust these particulars will be accepted as satisfactory by the Lines as we feel that these Government "Charity" Deports which, as already pointed out the Lines are compelled to carry whether the Government allow a Charity rate or not, are strictly "Bondable" passengers and therefore free from the Pool.

Yours truly,

ALLAN BROS. & CO. U. K. LIMITED,

signed p. F. S. Thompson.

CANADIAN PACIFIC RAILWAY, ATLANTIC LINES,

signed, H. S. Carmichael.

WHITE STAR-DOMINION LINE,

signed, J. Fleetwood.

14370

I shall be pleased to have the parties confirm that under the above circumstances they agree that the Canadian Government "Charity" Deports, for which the Lines do not receive more than \$15 per adult, need not be pooled.

The Donaldson Line reply in the matter as follows under 8th instant:

"We are in receipt of your circular letter of 5th inst., G. No. 969, and beg to state that deported passengers for which we received an allowance of \$15 per adult from the Canadian Government were not included in our figures submitted for a percentage basis. The number we carried in the year 1909, for which we received this allowance was 16."

Respectfully,

Petitioner's Exhibit 1621.

14371

G. No. 998.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 29th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. 995.)

14372

I beg to refer to G. No. 995.— The Holland America Line inform me that they have received telegraphic news from their New York office that the net rate for ss. "Voturno," Sept. 29th from New York, has been further reduced to \$20. They have consequently asked the Russian American Line to cable their New York office to further reduce the rate for ss. "Lituania" to \$22 to Rotterdam and \$29 to Libau, both with \$2 commission.

Respectfully,

P. S. ss. "Uranium" which left New York September 15th arrived at Rotterdam on the 27th where she landed 530 passengers, of which 27 were deported passengers.

14373

14374

Defendants' Exhibit 394.*G. No. 999.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, den 29 September, 1910.

To the Parties:

14375

Uranium S. S. Co. (G. No. 998.)

The 710 steeragers which left Rotterdam on the
 22nd instant on the ss. "Campania" were composed
 according to their nationality as follows:

11 Germans
 430 Russians
 110 Austrians
 62 Hungarians
 1 Swiss
 24 Italians
 26 Turks
 23 Roumanians
 22 Bulgarians
 1 Servian

14376

 710

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 3 Oct. 1910. Ansd.

Petitioner's Exhibit 1622.

14377

G. No. 1000.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, September 30th, 1910.

To the Parties:

I beg to promulgate the following letter of Mr.
 J. Bruce Ismay of 28th instant:

"Prior to the next A. C. Meeting fixed for
 Thursday, November 24th, I desire to remind
 the Lines of the discussion which took place
 at the Paris Meeting in May last with regard
 to the position of the White Star-Dominion
 Canadian Service in connection with Agree-
 ment A. A.

14378

"On that occasion, I placed before the meet-
 ing a cable from Mr. Hays, President of the
 Grand Trunk Railway, indicating the inten-
 tion of that Railway to have a steamship con-
 nection in exactly the same position, or at any
 rate not further committed as regards the
 agreements, than the Atlantic services of their
 competitors, the C. P. R., and that unless the
 White Star-Dominion Canadian service, as the
 ocean connection of the Grand Trunk Railway,
 could take up such a position, the Grand Trunk
 would feel compelled to establish a Line of
 steamers of their own.

14379

It was felt that a new Canadian service es-
 tablished by the Grand Trunk Railway would
 be most prejudicial to the interests of all, and
 should be guarded against if practicable, but
 nevertheless my proposal that the White Star-
 Dominion Line should be placed in the same

14380

Petitioner's Exhibit 1622

position as the C. P. R. and Allan Lines was not agreed to.

"In subsequent communications Mr. Hays has emphasized the very strong feeling of the Grand Trunk Railway in this matter, and their fixed intention to have their own Steamship Line unless his views are met.

14381

"Since the Paris meeting negotiations have been brought to a successful issue with the Canadian Northern, whereby they have been admitted to a rate agreement for their westbound 3rd Class business, entering the A. A. Agreement for their eastbound business only, although at the same time their representatives expressed their willingness to consider joining the A. A. Agreement westbound should the other Canadian Lines agree to do so. In these circumstances the Lines will no doubt appreciate that the White Star-Dominion Canadian Service cannot continue after next February in its present position, as the *only Canadian Line* subject to the A. A. Agreement for its westbound business. I am quite prepared to continue in the A. A. Agreement for this service if the other Canadian Lines also join, but if they are free then the White Star-Dominion Service must also be free, subject only to a rate agreement with the other Canadian Lines.

14382

"As I am anxious all the Lines should know the position of the White Star-Dominion Line, kindly circulate this letter and place the matter on the Agenda for the meeting when I hope a solution of the question satisfactory to all may be arrived at."

As requested I shall place the subject on the Agenda of the November Meeting.

Respectfully,

H. PETERS,

p. Wp.

(Stamped): Received 3 Oct. 1910. Ansd.

Defendants' Exhibit 394.

14383

G. No. 1001.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 1st, 1910.

To the Parties:

Uranium SS. Co. Ltd. (G. 999.)

The Hamburg Amerika Linie received following
 New York cable:

"Voturno hence September twentyninth
 about fourhundred steerage netrate about
 eighteen dollars, also six deported Lituania
 September twentyninth thousandandninetyfour
 at twentytwo less two about fifty overbooked
 will be sent Kaiserin."

14384

Respectfully,

Petitioner's Exhibit 1623.*G. No. 1002.*

ATLANTIC CONFERENCE.

14385

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 1st, 1910.

To the Parties:

Second Class rates. (G. 996.)

For completion of circular letter G. No. 996 I beg
 to add annexed further replies with regard to the
 proposed advance in second class rates.

Respectfully,

14386

Petitioner's Exhibit 1624.*G. No. 1003.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 3rd, 1910.

To the Parties:

14387

Scandinavian American Line. (G. No. 991.)

In reply to G. 991 the White Star Line write:

"We quite agree with the purport of the proposed minute, but would suggest it to be altered to read:

"*Minute 156.* Agreed that the last sentence of Art. 27, of the Scandinavian Agreement of March 3rd, 1910, viz:

"This clause does not apply to the usual interval in the Scandinavian American Line sailings in December and January."

14388

shall apply also to the Agreement between the Scandinavian American Line and the Atlantic Conference for the corresponding interval in their eastbound sailings.' "

Having received no further comments I take it that the parties agree to the wording as proposed by the White Star Line and shall at the next opportunity get the minute printed so.

Respectfully,

H. PETERS.

Defendants' Exhibit 395.

14389

G. No. 1004.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 4th, 1910.

To the Parties:

Eastbound Deported—and Charity Passengers from
Canada. (G. 997.) 14390

Annexed hereto I beg to submit the replies so far received with regard to G. No. 997.

If I do not receive any objection with regard to the following proposed minute within 14 days, I take it that the parties agree to it.

"Minute 157. Agreed that the Canadian Government Deported Charity passengers for which the lines do not receive more than \$15 per adult need not be pooled, provided those passengers travel eastbound by the same line as westbound."

14391

Respectfully,

Annex to G. 1004 4/10. 10.

(1) Letter of the Hamburg Amerika Linie dated Sept. 29th:

"Upon cognisance of the joint letter of the Canadian Lines, according to which no Government Deported Charity passengers were in-

14392

Defendants' Exhibit 395

cluded in the basing figures we are agreeable that such Government 'Charity' Deports for which the Lines do not receive more than \$15 per adult need not be pooled.

"This applies of course also to the Canadian service of the Continental Lines."

(2) Letter of the Norddeutscher Lloyd dated September 29th:

14393

"We have taken due note of the Canadian Lines' statement in regard to passengers carried eastward upon the request of the Canadian Government at the reduced rate of \$15 net, and if all other Lines are agreed that the passengers in question should be treated as Bondables, we do not intend to raise objections although, in principle, we do not agree with the Canadian Lines' interpretation of the Contract in this respect. Applying the full compensation rate to the above passengers would undoubtedly be a hardship upon the Lines being compelled to carry them, but as the rate of \$15 does not merely cover the cost of subsistence but leaves a certain profit, a moderate rate of compensation would not appear unjustified; or if that course is not considered advisable, the number of such passengers a Line may carry free from compensation, might be limited."

14394

(3) Letter of the Red Star Line dated September 29th:

"We agree that the Canadian Government 'Charity' Deported as per particulars given in G. 997 need not be pooled, provided they travel eastbound by the same line as westbound."

Defendants' Exhibit 396.

14395

G. No. 1005.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 5th, 1910.

To the Parties:

Karlsberg, Spiro & Co.

I am requested to submit in annex 1 hereto a printed circular letter of Messrs Karlsberg, Spiro & Co., Libau, and in annex 2 a letter of the same firm.

14396

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 8—Oct. 1910. Ansd.

Annex 1 to G. 1005. 5/10.10.

Karlsberg, Spiro & Co. Libau.

Odessa, Datum des Poststempels,
 Katarinenstr. 85, Ecke Malo-Arnautskaja
 Haus Kottjarewski.

14397

Geehrter Herr!

In Anbetracht der in letzter Zeit stark bewegter Auswanderung speciell nach Amerika, und viele Reisende sich gewiss dieserhalb an Sie wenden, erlauben wir uns, Ihnen wiederholt unser Kontorfür Passagierbeförderung am hiesigen Platze in gefältige Erinnerung zu bringen.

Ausser bestester Verpflegung, guter und gewissenhafter Bedienung wie auch freundlichstes Entgegenkommen auf der ganzen Reise ist unser Augen-

14398

Defendants' Exhibit 396

merk stets darauf gerichtet die grösste Sorgfalt dafür zu verwenden, dass diejenigen Leute die sich uns anvertrauen, nicht zurückgeschickt werden sollen.

In Folge dem sind wir schon vorher alle *Eventualitäten* bedacht, tragen ferner auch Sorge, wenn jemand das Unglück hat unterwegs bis zum Schiff an den Augen krank zu werden, was sogar sehr häufig vorkommt in Libau ausgeheilt, und dann den anderen Leuten nachgeschickt wird, *was auf den anderen wegen nicht nur unmöglich, sondern gänzlich ausgeschlossen ist.*

14399

Auch wollen wir an dieser Stelle nicht unerwähnt lassen, dass wir von nun an ganz neue Dampfer in den Dienst gestellt haben, die der Neuzeit entsprechend aufs bequemste und vorzüglichste eingerichtet, elektrisch beleuchtet u. s. w. (Familien bekommen extra Abteilungen).

Dass den Leuten durch unsere Beförderung ausser allen Bequemlichkeiten gegenüber den anderen Kontoren um glücklich durchzukommen die grösste Sicherheit geboten wird, unterliegt keinem Zweifel, und ausser dem haben sie bei uns auch nicht das gefürchtete Bad, desgleichen auch keine Kleiderdämpfung, wodurch die Sachen wenn die Leute über Deutschland reisen, zum weit grössten Teil gänzlich verdorben werden.

14400

Um einen Auslandspass zu erhalten, gebraucht man einen gewöhnlichen Pass and Ablassung von der Wolost nebst Bestätigung des örtlichen Priestaws und Issprownick, alsdann kostet derselbe ungefähr nur 18 Rbl.

Sie würden ferner noch ein weit *christliches* Werk tun, wenn sie alle Familien-Väter, die nach Amerika zu reisen beschossen haben, vor den auf dem Lande umherreisenden Wanderagenten die von Kolonie zu Kolonie unherziehen warnen möchten, dass sich die Leute mit diesen Sahurken unter keinen Umständen

Defendants' Exhibit 396

14401

einlassen sollen, indem sie von diesen Herren Schwindlern durch ihre süsse Wortmacherei und schönen Vorspiegelungen den Leuten goldene Berge versprechend, welches nur Lug und Trug ist, in einer ganz frechen Art und Weise betrogen werden, in den meisten Fällen zwischen 20 bis 30 Rbl. pro Person mehr berechnen, als der von den Gesellschaften festgesetzte Preis.

Diese Herren gehen von dem Standpunkte aus, dass die Dummen nicht alle werden, und in der Tat ist es dem auch wirklich so, denn diese Herren finden immer wieder ein neues Feld, wo sie ihr Unwesen in ungeschwächter Stärke mit gutem Erfolg betreiben.

14402

In der angenehmen Hoffnung, dass es Ihnen gelingen wird an Hand dieser Mitteilungen die Auswanderungslustige vor den umherfahrenden Schwindel-Agenten zu schützen wofür Ihnen die Leute dankbar bleiben werden, uns dadurch zahlreiche Zuweisungen machen, sichern wir Ihnen unseren Dank zu und zeichnen, Ihren werten Nachrichten entgegensehend mit.

Hochachtung

KARLSBERG, SPIRO & CO.

P. S. Alle Anfragen werden sofort prompt und gewissenhaft erledigt.

14403

Annex 2 to G. 1005. 5/10.10

Karlsberg Spiro & Co. Odessa.

Odessa, den 26. August, 1910.

Herrn Johann Bittermann
in Neusatz

Wie wir erfahren, haben Sie beschlossen nach Amerika zu Reisen und auch bereits ziemlich reisefer-

14404

Defendants' Exhibit 396

tig sein sollen, daher wollen wir Sie hierdurch nur darauf aufmerksam machen, jetzt in der Cholerazeit nicht über Deutschland oder Oesterreich durch *Bremen, Hamburg, Rotterdam* oder Antwerpen u. s. w. nach Amerika zu reisen, da Sie an der Grenze längere Zeit auf Ihre Kosten Karantäne halten müssen, ferner gebadet werden, die Kleider alle durch Dampf gelassen, wodurch sämmtlich Sachen als Kleider, Pelze, Betten etc. etc. *gänzlich verdorben werden*, was Sie sich ja auch selbst leicht denken Können.

14405

Wenn Sie also Alles dieses vermeiden wollen und Ihre Sachen nicht dem Verderben aussetzen, schnell, gut, angenehm, bequem, und ungehindert nach Amerika zu kommen wünschen, denn bemühen Sie sich bitte gefälligst zu uns ins Kontor, wo Sie alle gewünschte Auskünfte zu Ihrem Besten unentgeltlich erhalten, ganz gleich ob Sie durch unsere Beförderung reisen oder nicht und geben Ihnen die Versicherung, dass Sie den Gang zu uns nie bereihen werden uns aber dankbar bleiben.

14406

Wenn Sie nach Odessa kommen, lassen Sie sich auch nicht mit den Odessaer Strassenmakler ein, denn diese Leute sind noch weit gefährlicher als die auf dem Lande umherfahrende Schwindelagente, worüber Sie in dem beigeschlossenen Zirkular Weiteres gesagt finden, da die hiesigen Makler Ihnen auch noch die Taschen austeerern können, was in Odessa täglich vorkommt, daher gebrauchen Sie Vorsicht, wenn Sie nach hier kommen.

Aus oben angegebenen Gründen unterlassen Sie es nicht zu uns vorzukommen, denn es liegt lediglich in Ihrem eigenen Interesse, und begrüßen Sie in dieser Erwartung.

achtungsvollst!

per Karlsberg, Spiro & Co.

gez. F. SEFFZYK

Petitioner's Exhibit 1625.

14407

G. No. 1006.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 5th, 1910.

To the Parties:

Norwegian America Line. (G. No. 988.)

14408

The "Frankfurter Zeitung" received the following communication from their Christiania correspondent, dated 2nd instant:

"Under the pressure of the sore feeling previously indicated against the resolutions of the organization meeting of this company, the management now states, that the negotiations with the firm of Schichau in Elbing in regard to the purchase of the S.S. 'Kaiser Friederich' have been definitely ended. This is said to be caused by the refusal of the firm to give the demanded guarantee for the performance of the steamer. As Schichau therefore will not take the promised interest of 1 1/2 million marks, the realization of the Norwegian America Line has been moved into the distant future."

14409

Respectfully,

14410

Defendants' Exhibit 397.*G. No. 1007.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, Den 7, Oktober, 1910.

To the Parties:

14411

Payments account Atlantic Conference.

In conformity with Statistic 30, No. 9 I beg to ask
 the parties to make the following payments for Sep-
 tember:

Allan Line	to Continental Lines	£ 1762.—.—
Anchor Line	" " "	" 718.—.—
Dominion Line	" " "	" 1037.—.—
White Star Line	" " "	" 1864.—.—
" " "	" American Line	" 1625.—.—
" " "	" Donaldson Line	" 180.—.—
Cunard Line	" Continental Lines	" 4846.—.—
Canadian Pacific Ry. Co. to Continental Lines		" 1364.—.—
		<hr/>
		£13396.—.—
		<hr/>

14412

Respectfully,

Defendants' Exhibit 398.

14413

G. No. 1008.

ATLANTIC CONFERENCE

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, October 7th, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 1001.)

14414

The s. s. "Uranium" left Rotterdam yesterday with
565 steeragers of which 226 for Halifax.

Respectfully,

P. S. The Holland America Line inform me that
they have selected as opposition steamer against ss.
"Campanello," October 13th. from New York, ss.
"Prinz Friedrich Wilhelm," leaving New York the
same day, and that they have asked the North Ger-
man Lloyd to cable their New York office to fix the
rate at \$27 with \$2 commission.

14415

14416

Petitioner's Exhibit 1626.*G. No. 1009.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 7th, 1910.

To the Parties:

New Greek Line.

The White Star Line send me for circulation the
 following letter from their friends in Newyork dated

14417 Sept. 27th, 1910:

"We have to-day had a call from Messrs Whitlock & Simonds, attorneys, who state that they are organizing a company to run a new line of steamers from New York to Greece, and they are desirous of purchasing two passenger steamers of about 8000 to 10,000 tons and in the neighborhood of 16 K. speed, with some accommodation for cabin passengers, although the principal passenger space they will require will, of course, be for Third Class.

14418

"They advise us that they have been to several of the other Lines, including the North German Lloyd, who intimated that they would probably be willing to dispose of the 'Barbarossa,' the 'Koenigin Luise' or the 'Friedrich der Grosse,' and that the New York office were writing to Bremen to ascertain the terms.

"May we ask you to kindly make enquiries of the other Lines of the I. M. M. Co. and see whether there is anything available which would probably comply with the requirements, and if so, name us a price."

Defendants' Exhibit 399

14419

The White Star Line request me to ask the Lines if it is agreed that it is undesirable to assist the formation of this new Line by offering them suitable passenger steamers. I shall be glad to get the views of the Lines in this point and submit the matter also to the Lines of the other Conferences.

Respectfully,

Defendants' Exhibit 399.

G. No. 1010,

ATLANTIC CONFERENCE.

14420

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, October 8th, 1910.

To the Parties:

Payments account Royal Line.

According to Statistic Form 45, No. 1 I beg to ask the Royal Line to make the following payments for September direct to the respective parties:

To Continental Lines	£ 300.—.—	
" Allan Line	" 33.—.—	14421
" Anchor Line	" 26.—.—	
" American Line	" 57.—.—	
" Dominion Line	" 10.—.—	
" White Star Line	" 102.—.—	
" Cunard Line	" 99.—.—	
" Canadian Pacific Ry. Co.	" 29.—.—	
	<hr/>	
	£ 656.—.—	
	<hr/>	

The amount to the Continental Lines the Royal Line will please remit to me.

Respectfully,

14422

Defendants' Exhibit 400.*G. N. 1011.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 8th, 1910.

To the Parties:

14123

Payments account Russian East-Asiatic S. S. Co.

In accordance with Statistic Form 35, No. 9 I have
 to request the Russian East-Asiatic S. S. Co. to make
 the following payments for September:

To Continental Lines	£ 4979.—.—
" Allan Line	" 393.—.—
" Anchor Line	" 381.—.—
" American Line	" 816.—.—
" Dominion Line	" 209.—.—
" White Star Line	" 1412.—.—
" Cunard Line	" 1482.—.—
" Canadian Pacific Ry. Co.	" 344.—.—

14424

 £10016.—.—

Respectfully,

Defendants' Exhibit 401.

14425

No. 1012.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 8th, 1910.

To the Parties:

Payments account Scandinavian-American Line.

14426

In conformity with Statistic Form 41, No. 5 I beg
 to ask the Scandinavian-American Line to pay for
 September:

to Continental Lines	£ 52.—.—
" Allan Line	" 6.—.—
" Anchor Line	" 4.—.—
" American Line	" 9.—.—
" Dominion Line	" 1.—.—
" White Star Line	" 18.—.—
" Cunard Line	" 17.—.—
" Canadian Pacific Ry. Co.	" 5.—.—

 £112.—.—

14427

Respectfully,

14428

Petitioner's Exhibit 1627.*G. No. 1013.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, October 8th, 1910.

To the Parties:

14129

Karlsberg, Spiro & Co. (G. No. 1005.)

The Hamburg Amerika Linie write with regard to
G. No. 1005:

"The letters of the firm of Karlsberg, Spiro & Co. published in this circular contain in our opinion extremely unfavorable reflections on the Continental Conference Lines services, constitute a violation of Article 16 of the Contract. As Karlsberg, Spiro & Co. also represent the British Lines in view of Byelaw 4 we beg to inquire what punishment the British Lines suggest to impose on this firm."

14430

Respectfully,

Defendants' Exhibit 402.

14431

G. No. 1014.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October, 12th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 1008.)

14432

The 565 steeragers of ss. "Uranium" which left
 Rotterdam on the 6th instant were composed as fol-
 lows:

4 Germans
 316 Russians
 73 Austrians
 68 Hungarians
 1 Swiss
 30 Italians
 16 Turks
 5 Roumanians
 52 Bulgarians

14433

 565

I beg to refer to G. No. 1008.

The Holland American Line have asked the N. D.
 Lloyd to reduce the fighting rate for ss. "Prinz Fried-
 rich Wilhelm" to \$23 with \$2 commission, as the rate
 for ss. "Campanello" has been reduced to \$21 net.

Respectfully,

14434

Petitioner's Exhibit 1628.*G. No. 1015.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 14th, 1910.

To the Parties:

Sale of steamers to competitors. (G. No. 1009.)

On the question the parties have expressed themselves as follows:

14435

1) Lloyd:

"We beg to own receipt of circular letter G. No. 1009 relating to an offer we had recently obtained for the purchase of some of our steamers.

"The question raised by the White Star Line is not a new one. The Lines will remember that it was very thoroughly discussed in connection with the sale to the Uranium S. S. Co. of the Navigazione steamer 'Campania' when all Lines were unanimously of the opinion that no Line was prevented by the Agreement from selling steamers to an outside party; that the passing of Conference steamers into the hands of outside Lines could only be effectively prevented if the Lines were to bind themselves not to sell any passenger steamers except for breaking up but that, of course, no Line could submit to such a far reaching restriction.

14436

"The question was also touched in connection with the sale of tonnage to the contemplated new Norwegian Line, when it was proposed and agreed, but only in regard to this particular case, not to offer any steamers to the said Company. This also confirms that, in

Petitioner's Exhibit 1628

14437

principle, the Lines are not prevented from selling steamers to outsiders.

"A restriction, such as the White Star Line seem to suggest, while it might cause serious inconveniences and losses to the individual Lines would, on the other hand, prove perfectly valueless for the protection of the joint interests, as there would be no difficulty whatever in obtaining suitable tonnage from other quarters, should the Conference Lines refuse to supply same."

2) Holland Amerika Linie:

14438

"The question referred to by White Star regarding the sale of steamers to competing Lines is a peculiar one. Generally spoken it would of course be a very desirable thing if by the simple agreement of the associated Lines not to sell any tonnage to competitors every attempt to establish a competing Line could be made impossible from the start. However, we are not in this fortunate position. If the Agreement Lines bind themselves in this respect, there will be the Italian Lines, for instance, in the American trade that would not be bound and besides them there are so to say an unlimited number of shipowners who would be willing to dispose of tonnage that might very suitably be arranged for the transportation of steerage passengers. This is fully illustrated by s. s. 'Campanello' of the Uranium Steamship Company, which was formerly s. s. 'British Empire,' a freight steamer built in 1902 and only subsequently fitted with steerage accommodation.

14439

"In our mind the idea of establishing a new Line has never been given up for lack of available tonnage. Even the Norwegian Line

4
8
1
3

14440

Petitioner's Exhibit 1628

which was being mentioned so frequently during the last couple of weeks has not given up its plans because the Schichau yard did not want to sell ss. 'Kaiser Friedrich,' but because they did not want to accept shares in payment of their steamer. It was capital that was lacking in Norway and not ships.

14441

"Considering that the market for the sale of old passenger steamers is so very limited and further considering that, as stated above, the unwillingness to sell an old passenger steamer does not prevent the establishment of a new competing line, we do not see that any practical purpose is being served by an understanding under which a limited number of Lines bind themselves not to sell to certain other Lines."

3) Anchor Line:

"We consider that it would be highly undesirable for any of the Lines to assist any new competition by offering to supply steamers even if applied to."

4) Canadian Pacific Ry. Co.:

14442

"We are of the opinion that it would be a wrong principle for any of the Atlantic Conference Lines to render any assistance to the proposed Greek Line in the matter of supplying tonnage."

The Red Star Line are likewise of the opinion that no tonnage should be supplied to a new arising competition.

I beg to ask whether without prejudice to Agreement AA, Art. 18 it is understood that for the event of a new competition threatening from northern ports, the present case shall form no precedent in the question of supplying tonnage to a new competition.

Respectfully,

Defendants' Exhibit 403.**14443***G. No. 1016.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 14th, 1910.

To the Parties:

*Byelaw 95. Cinematical entertainments. (G. 929.)***14444**

The Red Star Line communicate the following offer of the "Deutsche-Vitascope Gesellschaft, Berlin" of the 10th inst:

"We have quite often already taken cinematographical views for the German steamship Companies North German Lloyd and Hamburg America Line and should like very much to do the same on one of your great boats leaving Antwerp for New York."

"Because any of our films for those lines has been of universal interest we inform you at the same time that any good cinematographic subjects can be sold all over the world."

14445

"As equivalent we should like to ask you to let us have two free-first-class passages and one second cabin for our operator. Our managing directors are going personally at the trip and would like to leave early in November."

The Red Star Line say they have declined the offer.

Respectfully,

14446

Defendants' Exhibit 404.

G. No. 1017.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, October 15th, 1910.

To the Parties:

14447

Uranium S. S. Co. (G. No. 1008.)

S. S. "Vulturno" (G. 1008) landed at Rotterdam on the 12th instant 558 steeragers and 40 cabin passengers amongst the former were 11 deported passengers.

14448

Petitioner's Exhibit 1629.

14449

*G. No. 1018.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 15th, 1910.

To the Parties:

Russian America Line.

14450

The Russian America Line write:
 (Translation.)

"Hereby we beg to ask you to inform us how it will be looked upon by the A. C. Lines for the event that we shall have to state for 1910, 25 eastbound departures as against 24 departures westbound.

"As advised at that time our S. S. "Birma" suffered average in New York in December, 1909, in consequence of which the steamer had to be retained and could not sail until January 22nd with 3 passengers."

14451

With reference to Agreement BB, Art. 4 I beg to request the parties to let me have their views.

Respectfully,

14452

Defendants' Exhibit 405.

G. No. 1019.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, October 15th, 1910.

To the Parties:

14453

Uranium S. S. Co. Ltd. (G. 1008.)

S. S. "Campanello" left New York on October 13th with 400 passengers at a net rate of about \$19.

S. S. "Prinz Friederich Wilhelm" sailed the same day with 1398 steeragers at \$23 less \$2.

Respectfully,

14454

Petitioner's Exhibit 1630.

G. No. 1020.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 18th, 1910.

To the Parties:

Compensation fighting steamers

SS. Celtic April 23d, Lapland May 21st, Main June
 23d,

Barbarossa July 7th, Bremen July 21st, Pr. Friedrich
 Wilhelm August 4th, Brandenburg August
 6th. (G. 994.)

I beg to submit the following bills for passengers
 carried at fighting rates which have been verified by
 me and found in accordance with the passenger lists
 of the respective steamers.

1) White Star Line:

Compensation due to

Celtic voy 96 east from Newyork April 23rd
 in competition with the North West Transport Co's
 steamer

SS. Campania April 23rd (G. 813)

398 adults 34 ch. = 415 adults @ \$3

\$1245.

2) Red Star Line:

Passengers transferred from fighting s/s "New-
 york" 21/V/10.

(against s/s "Vulturno" 21/V) to

s/s "Lapland" 21st May 1910 eastbound:

113/1 passengers at 24 \$ (\$22 net) (G. 844)

125/1 " " 27 \$ (\$25 net) (G. 839)

regular rate \$35.

fighting rate " 24.

113/1 compensation " " 6.

=

\$678.

Petitioner's Exhibit 1630

	regular rate	\$35.		
	fighting rate	" 27.		
125/1	compensation	" 3.	=	\$375.
				<hr/>
				\$1053.
				<hr/>

3) Norddeutscher Lloyd:

s. s. "Main," June 23rd from Newyork (G. 884)
 carried 645/1, 53/2, 36/0 at a fighting rate of \$27
 Compensation for 671 1/2 @ \$3. = \$2014.50

s. s. "Barbarossa" July 7th from Newyork
 carried 524/1, 57/2, 35/0 at a fighting rate of \$27
 " 306/1, 34/2, 26/0 at a fighting rate of \$24
 Compensation for 552 1/2/1 @ \$3 = \$1657.50
 " for 324/1 @ \$6 = \$1938. = \$3595.50

s. s. "Bremen, July 21st from Newyork (G. 913.
 916. 920.)
 carried 402/1, 67/2, 36/0 at a fighting rate of \$27
 " 683/1, 79/2, 46/0 at a fighting rate of \$24
 Compensation for 435 1/2/1 @ \$3 = \$1306.50
 " for 722 1/2/1 @ \$6 = \$4335. = \$5641.50 \$11251.50

s. s. "Prinz Friedrich Wilhelm" Aug. 4th from New-
 york (G. 922. 932.)
 carried 407/1, 54/2, 28/0 at a fighting rate of \$27
 " 904/1, 109/2, 71/0 at a fighting rate " \$23
 Compensation for 434/1 @ \$3 = \$1302.
 " for 958 1/2/1 @ \$7 = \$6709.50 = \$8011.50

s. s. "Brandenburg" Aug. 6th from Newyork (G.
 935)
 carried 73/1, 6/2, 3/0 at a fighting rate of \$27
 " 294/1, 24/2, 16/0 at a fighting rate of \$23
 Compensation for 76/1 @ \$3 = \$ 228.
 " 306/1, @ \$7 = \$2142 = \$2370. \$10381.50
 \$21633.

Petitioner's Exhibit 1630

With regard to S. S. "Barbarossa" July 7th I beg to state that she had been appointed fighting steamer against SS. "Volturmo" July 7th from New York at a rate of \$27 which was reduced to \$24 less \$2 after the rate for the Volturmo had been reduced to \$25.

In the division of the above amounts the parties participate as follows:

By	To			
		White Star Line	Red Star Line	Norodd. Lloyd
Anchor Line	3.59%	\$44.70	\$37.80	\$776.63
Cunard Line	13.83%	172.18	145.63	2991.84
Hapag	11.53%	143.55	121.41	2494.29
Nasm	5.58%	69.47	58.76	1207.12
Lloyd	16.99%	211.52	178.90	3675.45
Red Star Line	7.84%	97.61	82.56	1696.03
White Star Line	14.17%	176.42	149.21	3065.40
American Line	7.98%	99.35	84.03	1726.31
Dominion Line	1.37%	17.06	14.43	296.37
Canpac	4.10%	51.04	43.17	886.95
Transat	4.68%	58.27	49.28	1012.42
Austro	1.76%	21.91	18.53	380.74
Rusamerika	2.83%	35.23	29.80	612.21
Scand. America Line	3.75%	46.69	39.49	811.24
	100.00	\$1245.	\$1053.	\$21633.

Will the parties please pay the above amounts to the Lines named.

Respectfully,

H. PETERS.

14464

Defendants' Exhibit 408.*G. No. 1021.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 18th, 1910.

To the Parties:

11465

Compensation S. S. "Adriatic" February 12th.

In connection with to-day's circular letter I beg to promulgate the following bill for the passengers carried at fighting rates of the White Star Line:

Compensation due to the "Adriatic" coy 36 east from Newyork February 12th in competition with the North West Transport Co's steamer SS. "Voluturno" February 12th (G. 735)

182 adults 6 ch. = 185 adults @ \$3. = \$555.

The bill being verified I beg to divide the amounts as follows:

By	To
14466	White Star Line
Anchor Line	3.74%
Cunard Line	14.37%
Hapag	11.97%
Nasm	5.80%
Lloyd	17.64%
Red Star Line	8.14%
White Star Line	14.73%
American Line	8.29%
Dominion Line	1.44%
Canpac	4.26%
	\$20.76
	79.76
	66.43
	32.19
	97.90
	45.18
	81.75
	46.01
	7.99
	23.64

Defendants' Exhibit 406

14467

Transat	4.87%	27.03
Austro	1.82%	10.10
Rusamerika	2.93%	16.26
	<hr/>	<hr/>
	100.00%	\$555.

As the SS. Adriatic sailed before March 1st the Scandinavian American Line do not participate in this bill.

Will the parties please pay the amounts stated to the White Star Line.

Respectfully,

14468

14469

14470

Defendants' Exhibit 407.*G. No. 1022.***ATLANTIC CONFERENCE.**

Secretary's Office .
 Telegraph Address:
 "Secretair," Jena.

Jena, October 18th, 1910.

To the Parties:

Supplying tonnage to new competition. (G. 1015.)

14471 Recent negotiations about not selling steamers to
 a contemplated new Greek Line having led to no re-
 sult.

White Star Line now have wired:

"As no unanimity consider ourselves free
 sell tonnage any new competition except so far
 as are tied by special arrangement regarding
 Norwegians."

14472

I do not consider it beyond doubt, that the position
 taken by the Lines which held themselves free to sell
 steamers to opposition Lines is in accordance with
 Article 18*b* and an arbitrator might possibly decide
 to the contrary. So if the Lines want to be free in
 this respect they had better see that this article is
 amended. But would that be an improvement? What
 applies to selling would of course also apply to charter-
 ing.

Whilst Art. 18 stands as it is I can not imagine that
 any party acting contrary to it could be excused or
 justified by pleading that they cannot be refused what
 is allowed to any outsider. If a Line wants to par-
 ticipate in the benefits of an agreement, they must
 also partake in the restrictions which it imposes.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 24 Oct. 1910. Ansd.

Defendants' Exhibit 408.

14473

G. No. 1023.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, October 19th, 1910.

To the Parties:

Byelaw 22

14474

I beg to promulgate the following letter of the Canadian Pacific Ry. Co. of 17th instant:

"Referring to your circular G. No. 99, of Sept. 24th, I see that you have included this Company for compensation payments to the Hamburg America Line for the voyage of the 'Graf Waldersee' August 17th from New York.

"The arrangements for this were decided upon subsequent to the expiry of our 30 days notice of withdrawal from the compensation under the appointment of fighting steamers and I shall be glad if you will kindly therefore amend the adjustment so that this Company is not included."

14475

As requested I shall make up a new statement for the division of the compensations for the fighting steamer "Graf Waldersee" August 17th and for all others which have been appointed fighting steamers after the expiration of the Canadian Pacific Ry's notice in accordance with G. 876. In the meantime I beg to request to withhold the settlement of the compensation bills as per G. 1020 & 1021.

Respectfully,

14476

Petitioner's Exhibit 1631.*G. No. 1024.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 19th, 1910.

To the Parties:

Supplying tonnage to new competition. (G. No. 1022)

The Norddeutscher Lloyd write:

14477

"We beg to acknowledge receipt of circular G. No. 1015 *re* sale of steamers to the proposed new Greek Line. Direct traffic between Greece and the United States not being covered by the A. C. Agreement, it is obvious that the special case under discussion does not rightly concern the A. C. Conference. It has, however, a considerable indirect interest for the A. C. Lines in so far as a similar question has already come up, and may come up again at any time, in connection with direct competition from northern ports. From this point of view we appreciate that the motion of the White Star Line has afforded to the Lines an opportunity of expressing their opinion on the question of principle, whether or no the Lines should be subjected to any restrictions in regard to the sale of tonnage to outside competitors.

14478

"It is obvious that such a restriction would be a very heavy burden for the Lines submitting to it, and it would therefore only be justified if it were certain to have the desired effect. This effect, however, could only be assured if not only the A. C. Lines but also the Mediterranean Lines, the South American

- 4 Lines and more or less all emigrant and passenger carrying Lines would bind themselves not to sell their steamers except for breaking up. But even in that case, as the Holland-American Line has correctly shown, a competing Line would have an opportunity for fitting a cargo steamer for the transportation of steer-agers or for ordering new tonnage which, considering the present state of the shipbuilding industry, may be promptly obtained and at very convenient terms.

"A restriction merely covering *direct* sales to outsiders would, for obvious reasons, be of no value whatever, while a restriction considering all the forms and possibilities of indirect sales (with or without the knowledge of the selling company) would practically lead to the prohibition of the sale of tonnage except for breaking up.

14:80

"The latter restriction would, however, prove so cumbersome that we suppose no Line would be willing to submit to it.

"Of course there may be cases when a resolution, not to sell tonnage to a competitor, might be carried through with success, *e. g.* if a competing Line should, for some reason or another, be in immediate want of tonnage. In such cases the Lines may, as heretofore, resolve from time to time not to sell steamers to such a Line; but as a general rule such a restriction would not only be extremely onerous but, at the same time, almost valueless.

14481

"We hold that such a restriction is *not* imposed by the Contract as it stands, and that, generally, each Line is at liberty to sell its steamers unconditionally and to whomsoever it likes. From the opinions expressed in cir-

14482

Defendants' Exhibit 409

cular G. No. 1015 it appears that this view is also shared by the other Lines, the only point of dispute practically being whether it would not be advisable, in this specific case, to make an exception from the general rule."

Respectfully,

Defendants' Exhibit 409.

14483

G. No. 1025.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, October 21st, 1910.

To the Parties:

*Amended Computation of payments for fighting
steamers. (G. 1023)*

14484

Reverting to G. 1023 I beg to state the percentages with which the parties have to contribute to the compensation payments after withdrawal of the Canadian Pacific Ry. Co. from Byelaw 22 on July 13th (G. 876) as follows:

Anchor Line	3.74%
Cunard Line	14.42%
Hapag	12.02%
Nasm	5.82%
Lloyd	17.72%
Red Star Line	8.18%
White Star Line	14.77%
American Line	8.32%

Defendants' Exhibit 409

14485

Dominion Line	1.43%
Transat	4.88%
Austro	1.84%
Rusamerika	2.95%
Scand. America L.	3.91%

The amounts to be divided are in accordance with G. 994.

S.S. "Graf Waldersee Aug. 18th	\$ 7546.50
S.S. "Bremen" July 21st (G. 1020)	\$ 5641.50
" "Pr. Fried. Wilhelm" August 4th "	\$ 8011.50
" "Brandenburg" August 6th "	\$ 2370.—
	<u>\$16023.00</u>

14486

In these amounts participate the parties with the above percentages as follows:

<i>By</i>		<i>To</i>	
I.		<i>Hamburg Amerika Linie</i>	<i>Nordd. Lloyd</i>
Anchor Line	3.74%	\$ 282.24	\$ 599.26
Cunard Line	14.42%	1088.20	2310.52
Hapag	12.02%	907.09	1925.96
Nasm	5.82%	439.21	932.54
Lloyd	17.72%	1337.24	2839.28
Red Star Line	8.18%	617.30	1310.68
White Star Line	14.77%	1114.62	2366.60
American Line	8.32%	627.87	1333.11
Dominion Line	1.43%	107.91	229.13
Transat	4.88%	368.27	781.92
Austro	1.84%	138.86	294.82
Rusamerika	2.95%	222.62	472.68
Scand. Americ. L.	3.91%	295.07	626.50
	<u>100.00%</u>	<u>\$7546.50</u>	<u>\$16023.—</u>

14487

Defendants' Exhibit 409

The steamers appointed before the expiration of Canadian Pacific Ry.'s notice are as per G. 1020.

S.S. "Celtic" April 23rd	\$1245.—
S.S. "Lapland" May 21st	\$1053.—
S.S. "Main" June 23rd	\$2014.50
S.S. "Barbarossa" July 7th	\$3595.50
	<hr/>
	\$5610.00

Under consideration of the compensation for S. S. "Adriatic" February 12th \$ 555.— as per G. 1021 the amounts are to be divided as follows:

By	To			
	White Star L.	Red Star L.	Norrd. Lloyd	
Anchor Line	3.59%	\$ 65.46	\$ 37.80	\$ 201.40
Cunard Line	13.83%	251.94	145.63	775.86
Hapag	11.53%	209.98	121.41	646.83
Nasm	5.58%	101.66	58.76	313.04
Lloyd	16.99%	309.42	178.90	953.14
Red Star Line	7.84%	142.79	82.56	439.82
White Star Line	14.17%	258.17	149.21	794.94
American Line	7.98%	145.36	84.03	447.68
Dominion Line	1.37%	25.05	14.43	76.86
Canpac	4.10%	74.68	43.17	230.01
Transat	4.68%	85.30	49.28	262.55
Austro	1.76%	32.01	18.53	98.74
Rusamerika	2.83%	51.49	29.80	158.76
Scand. American L.	3.75%	46.69	39.49	210.37
	<hr/>	<hr/>	<hr/>	<hr/>
	100.00%	\$1800.00	\$1053.—	\$5610.—

Defendants' Exhibit 409

1445

To summarize the amounts under I & II I beg to request to make now the following payments:

By	To			
	Hamburg-Americ. L.	White Star L.	Red Star L.	Nordd. Lloyd
Anchor Line	\$ 282.24	\$ 65.46	\$ 37.80	\$ 800.66
Cunard Line	1088.20	251.94	145.63	3086.38
Hapag	907.09	209.98	121.41	2572.79
Nasm	439.21	101.66	58.76	1245.58
Lloyd	1337.24	309.42	178.90	3792.42
Red Star Line	617.30	142.79	82.56	1750.50
White Star Line	1114.62	258.17	149.21	3161.54
American Line	627.87	145.36	84.03	1780.79
Dominion Line	107.91	25.05	14.43	305.99
Canpac	—	74.68	43.17	230.01
Transat	368.27	85.30	49.28	1044.47
Austro	138.86	32.01	18.53	393.56
Rusamerika	222.62	51.49	29.80	631.44
Scand. American Line	295.07	46.69	39.49	836.87
	<u>\$7546.50</u>	<u>\$1800.—</u>	<u>\$1053.—</u>	<u>\$21633.00</u>

1446

From the amounts due to the Hamburg-American Line the parties will please deduct the payments they have already made in accordance with G. No. 994.

1447

I beg to cancel hereby the payments requested in G. No. 1020/21.

Respectfully,

H. PETERS.
p. Rep.

Defendants' Exhibit 410.

G. No. 1026.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, October 21, 1910.

To the Parties:

*Compensation fighting steamers SS. "Russia" Septembr.
15th. (G. 994.)*

After auditing the steamer's passenger list I beg
to submit the following bill for passengers carried at
fighting rates by the Russian American Line S.S.
"Russia" September 15th (G. 984):

To Rotterdam

25 ad.	2 ch.=	26	adults at \$27.—	Compensation	\$3.—=	\$ 78.—
493 "	73 "	= 529½	" "	\$24.—	"	\$6.—= \$3177.—
466 "	47 "	= 489½	" "	\$22.—	"	\$8.—= \$3916.—

To Libau

6 ad.	—	= 6	adults at \$34.—	"	\$3.—=	\$ 18.—
42 "	4 ch.=	44	" "	\$31.—	"	\$6.—= \$ 264.—
23 "	4 "	= 25	" "	\$29.—	"	\$8.—= \$ 200.—

1055 ad. 130 ch.= 1140 adults

\$7653.—

The division of the amount is as follows:

By		To Russian American Line
Anchor Line	3.74%	\$ 286.22
Cunard Line	14.42%	1103.56
Hapag	12.02%	919.89

Defendants' Exhibit 410

14497

Nasm	5.82%	445.40
Lloyd	17.72%	1356.11
Red Star Line	8.18%	626.02
White Star Line	14.77%	1130.35
American Line	8.32%	636.73
Dominion Line	1.43%	109.44
Transat	4.88%	373.47
Austro	1.84%	140.82
Rusamerika	2.95%	225.76
Scandinavian Americ. L.	3.91%	299.23
	<u>100.00%</u>	<u>\$7653.</u>

14498

I further beg to submit the following rectifications
in the compensation bills of the Russian American
Line:

		accounted for	rectified account	due by Russ. America L.
SS. "Estonia"	May 24th 1909 (G. 557)	\$2017.70	\$2004.70	\$ 13.—
" "Russia"	June 6th " (G. 561)	\$1655.—	\$1117.—	\$538.—
" "Lituania"	" 23rd " (G. 561)	\$3030.—	\$2752.50	\$277.50
" "Birma"	Aug. 21st " (G. 624)	\$2763.—	\$2625.—	\$138.—
		<u>\$9465.70</u>	<u>\$8499.20</u>	<u>\$966.50</u>

14499

The amount of \$966.50 is to be divided as follows:

To	By Russian American Line
Anchor Line	3.74% \$ 36.15
Cunard Line	14.37% 138.89
Hapag	11.75% 113.56
Nasm	5.80% 56.06
Lloyd	17.86% 172.62
Red Star Line	8.14% 78.67

14500

Defendants' Exhibit 410

White Star Line	14.73%	142.36
American Line	8.29%	80.12
Dominion Line	1.44%	13.92
Canpac	4.26%	41.17
Transat	4.87%	47.07
Austro	1.82%	17.59
Rusamerika	2.93%	28.32
	<hr/>	<hr/>
	100.00%	\$ 966.50

So there remain to be paid to the Russian American Line:

14501

*By**To Russian American Line**Creditor**Debitor*

	Anchor Line	\$ 250.07	
	Cunard Line	964.67	
	Hapag	806.33	
	Nasm	389.34	
	Lloyd	1183.49	
	Red Star Line	547.35	
	White Star Line	987.99	
	American Line	556.61	
	Dominion Line	95.52	
	Canpac	to receive from Russ. Americ. Line	\$41.17
14502	Transat	326.40	
	Austro	123.23	
	Rusamerika	197.44	
	Scand. American Line	299.23	
		<hr/>	<hr/>
		\$6727.67	\$41.17

Will the parties please pay the above amounts.

Respectfully,

H. PETERS, Mgr.

Defendants' Exhibit 411.

14503

*G. No. 1027.***ATLANTIC CONFERENCE.**

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, October 21st, 1910.

To the Parties:

Uranium S. S. Co. Ltd. G. 999.

S. S. Volturmo sailed yesterday afternoon from
Rotterdam with 567 steeragers of whom 277 for
Halifax and 19 cabin passengers of whom 12 for
Halifax.

14504

Respectfully,

14505

14506

Petitioner's Exhibit 1632.*G. No. 1028.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 22th, 1910.

To the Parties:

Banque de Sofia—Dundoff.

14507

The Holland America Line write:

"It transpires that nearly all of the Bulgarian passengers sailing by the Uranium Steamship Company are engaged by an agent named Ilia Dundoff at Sofia who is working under the auspices of the 'Banque de Sofia.'

"We therefore beg to propose that both Dundoff and the 'Banque de Sofia' be disqualified by the Lines."

About a year ago the firm of Ilia Chr. Doundoff & Co. was established at Belgrade but had soon disappeared again.

14508

Will the Lines please say whether they agree to the proposed disqualifications.

Respectfully,

Defendants' Exhibit 412.

14509

G. No. 1029.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, October 22nd, 1910.

To the Parties:

Byelaw 95. Cinematical entertainments. (G. 1016.)

14510

The Holland America Line communicate that they have received a similar letter from the "Deutsche Vitascope Gesellschaft" as the Red Star Line, which they have also declined.

Respectfully,

14511

14512

Defendants' Exhibit 413.*G. No. 1030.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address :
"Secretair," Jena.

Jena, October 24th, 1910.

To the Parties:

14513

Thomson Line. (G. No. 992.)

The Holland America Line write:

"From London arrived here this morning about 250 passengers ex S.S. 'Cairnrona' of the Thomson Line. They were forwarded to destination by the Anglo Continental Reisebureau. We take it that the British Lines represented by Anglo disapprove of this action and that they will take the matter up with their agency."

Will the B. L. please let me have their reply.

Respectfully,

14514

Defendants' Exhibit 414.

14515

G. No. 1031.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 24th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. 1027.)

Of the passengers which sailed by S.S. "Vulturno" 14516
 20th inst. from Rotterdam were

1 Dutch
 8 Germans
 228 Russians
 104 Austrians
 67 Hungarians
 8 Belgians
 1 French
 41 Italians
 3 Turks
 5 Roumanians
 100 Bulgarians
 1 American

14517

Defendants' Exhibit 415.*G. No. 1032.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 24th, 1910.

To the Parties:

Uranium SS. Co. Ltd. (G. 1019.)

The Holland America Line write:

14519

"Please note that we have selected as opposition steamer against S.S. 'Uranium' scheduled to sail October 27th from New York S.S. 'Barbarossa' leaving New York the same day, and that we have asked the North German Lloyd to cable their New York Office to fix the rate of \$27.—with \$2.—commission."

The eastbound departures for November are as follows:

Tuesday	November	1st	Kaiser Wilhelm II., Potsdam.
Wednesday	"	2nd	Oceanic, Caronia.
Thursday	"	3rd	Friedrich der Grosse, La Provence.
14520 Saturday	"	5th	Kaiserin Aug. Victoria, Celtic, Newyork, Furnessia.
Tuesday	"	8th	Kaiser Wilhelm d. Grosse, Nieuw Amsterdam.
Wednesday	"	9th	Lapland, Majestic, Mauretania.
Thursday	"	10th	Gr. Kurführt, La Savoie.
Saturday	"	12th	Pennsylvania, Lituania, Cedric, St. Paul Columbia, Floride, La Gascogne.
Tuesday	"	15th	Kronprinzessin Cecilie, Noordam.
Wednesday	"	16th	Samland, Adriatic, Lusitania.
Thursday	"	17th	Prinz Friedrich Wilhelm, La Lorraine.
Saturday	"	19th	Bluecher, Arabic, Philadelphia, Caledonia.
Tuesday	"	22nd	George Washington, Rotterdam.
Wednesday	"	23rd	Finland, Teutonic.
Thursday	"	24th	Roon, Amerika, La Touraine.
Saturday	"	26th	Birma, Baltic, St. Louis.
Tuesday	"	29th	California, Caroline, Chicago, Kronpr. Wilhelm, Ryndam.
Wednesday	"	30th	Kroonland, Oceanic, Mauretania.

G. No. 1033.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, October 25th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. 1032.)

14522

The Holland America Line write:

"We beg to inform you that, the Uranium Steamship Company having reduced the rate for SS. 'Uranium,' October 27th from New York to \$21 net, we have asked the North German Lloyd to reduce the fighting-rate for SS. 'Barbarossa' October 27th, from New York, to \$23 with \$2 commission."

Respectfully,

14523

14524

Defendants' Exhibit 416.*G. No. 1034.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address :
"Secretair," Jena.

Jena, October 27th, 1910.

To the Parties:

14525

*Eastbound Deported-and Charity Passengers from
Canada. (G. 1004.)*

I beg to inform the parties that no objections have
been received with regard to the proposed Minute 157
in circular letter G. No. 1004. The minute will be
printed at next opportunity.

Respectfully,

14526

Defendants' Exhibit 417.

14527

G. No. 1035.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, October 29th, 1910.

To the Parties:

Uranium S.S. Co. Ltd. (G. No. 1033.)

S.S. "Uranium" sailed on the 27th instant with 500
 steeragers from New York.

14528

S.S. "Campanello" arrived at Rotterdam on the
 26th inst. where she landed 450 steeragers & 3 cabin
 passengers, of the steeragers were 37 deported passen-
 gers.

Respectfully,

P. S. The Hamburg Amerika Linie received fol-
 lowing cable from New York:

"Uranium hence October twenty-seventh
 about five hundred netrate about eighteen Dol-
 lars also nineteen deported. Barbarossa Octo-
 ber twenty-seventh fifteen hundred five at twen-
 ty-three less two."

14529

14530

Defendants' Exhibit 418.*G. No. 1036.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, November 1st, 1910.

To the Parties:

Russian American Line number of eastbound sailings.
(G. 1018.)

14531

The parties have to offer no objections if the Russian American Line under the circumstances as set forth in G. 1018 during 1910 effect eastbound one more sailing than provided for in Art. 4 of Agreement BB.

The proviso has been made that Art. 9 of Agreement BB must however be observed by the Russian American Line.

Respectfully,
 H. PETERS, Mgr.

14532

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 4 Nov. 1910. Ansd.

Petitioner's Exhibit 1634.

14533

G. No. 1037.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address :
 "Secretair," Jena.

Jena, November 3rd, 1910.

To the Parties:

Uranium S.S. Co. Ltd. (G. No. 1035.)

The Holland-America Line write on November 1st:

14534

"Please note that we have selected as opposition steamer against SS. 'Volturno,' scheduled to sail from New York November 10th SS. 'Grosser Kurfürst,' leaving New York the same day and that we have asked the North German Lloyd to cable their New York office to fix the rate at \$21.—less \$2.—commission."

Respectfully,

14535

14536

Defendants' Exhibit 419.*G. No. 1038.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, November 3rd, 1910.

To the Parties:

14537

Thomson Line. (G. No. 1030.)

The Holland America Line write:

"We herewith beg to inform you that about 300 passengers ex SS. 'Tortona' of the Thomson Line have arrived here this morning from London by the Batavier Line. They have been forwarded to destination by the Anglo-Continentales Reisebureau.

"With reference to G. 1030 we shall be glad to hear whether the B. L. have taken the matter up with their agency."

Respectfully,

14538

Defendants' Exhibit 420.

14539

G. No. 1039.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, November 4th, 1910.

To the Parties:

Uranium S.S. Co. Ltd. (G. No. 1037.)

14540

S.S. "Campanello" sailed yesterday from Rotterdam with 375 steeragers of which 134 for Halifax and 33 cabin passengers of which 10 for Halifax.

Respectfully,

14541

14542

Defendants' Exhibit 421.*G. No. 1040.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, November 5th, 1910.

To the Parties:

*Opposition steamer "Grosser Kurfürst Septbr. 1st.
 (G. 970.)*

14543

The Norddeutscher Lloyd write:

"Messrs. Oelrichs & Co. of Newyork debit us with \$405 amount for board and lodging for 2 days for 270 steerage passengers overbooked for the above steamer and transferred to the S.S. 'Kaiserin Augusta Victoria,' sailed on the 3rd September, at a rate of \$1.50 each.

"This amount will of course to be borne by the Lines in accordance with Minutes 22 and 104 respectively and we kindly beg you to add it to our next compensation account."

14544

Under the circumstances I do not think that it will be objected to, if I add the amount of \$405 to the compensation bill for the "Grosser Kurfürst."

Respectfully,

Defendants' Exhibit 422.

14545

G. No. 1041.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, November 5th, 1910.

To the Parties:

Thomson Line. (G. No. 1038.).

The White Star Line received the following letter
from their Southampton office under date 2nd instant:

14546

"The S.S. 'Cairnrona' (Thomson Line)
which sailed hence last evening had in all 277
passengers.

"We understand almost all the passengers
were Third Class at £5 per adult."

Respectfully,

14547

14548

Defendants' Exhibit 423.*G. No. 1042.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, November 7th, 1910.

To the Parties:

Payments Account Atlantic Conference.

14549

In conformity with statistic Form 30 No. 10 the
 parties will please make the following payments for
 October:

Anchor Line	to Continental Lines	£1612.—.—
" "	" Allan Line	" 86.—.—
" "	" Donaldson Line	" 216.—.—
American Line	" Continental Lines	" 33.—.—
Dominion Line	" " "	" 2847.—.—
White Star Line	" " "	" 1859.—.—
Cunard Line	" " "	" 967.—.—
Canadian Pacific Ry. Co.	" " "	" 1004.—.—

14550

 £8624.—.—

Respectfully,

Defendants' Exhibit 424.

14551

*G. No. 1043.***ATLANTIC CONFERENCE.**

Secretary's Office,
Telegraph Address:
"Secretair," Jena.

Jena, November 8th, 1910.

To the Parties:

My physician insists, that my state of health is such, that I have to look to it seriously. I hope there will be no objection to my being absent for some time. Business here will be attended to in the usual way.

14552

Respectfully,

14553

14554

Defendants' Exhibit 425.*G. No. 1044.*

ATLANTIC CONFERENCE.

Secretary's Office,
 Telegraph Address:
 "Secretair," Jena.

Jena, November 9th, 1910.

To the Parties:

Payments account Royal Line.

14555

In conformity with statistic form 45, No. 2 the
 Royal Line will please make the following payments
 for October:

To Continental Lines	£206.—.—
" Allan Line	" 22.—.—
" Anchor Line	" 17.—.—
" American Line	" 39.—.—
" American Line	" 39.—.—
" Dominion Line	" 6.—.—
" White Star Line	" 69.—.—
" Cunard Line	" 68.—.—
" Canadian Pacific Ry Co.	" 21.—.—

14556

 £448.—.—

Respectfully,

Defendants' Exhibit 426.

14557

G. No. 1045.

ATLANTIC CONFERENCE.

Secretary's Office,
 Telegraph Address:
 "Secretair," Jena.

Jena, November 9th, 1910.

To the Parties:

Payments account Scandinavian-American Line.

14558

In conformity with statistic form 41, No. 6 of October the parties will please remit to the Scandinavian-American Line the following amounts:

Continental Lines	£360.—.—
Allan Line	" 39.—.—
Anchor Line	" 31.—.—
American Line	" 68.—.—
Dominion Line	" 11.—.—
White Star Line	" 122.—.—
Cunard Line	" 118.—.—
Canadian Pacific Ry. Co.	" 35.—.—
	<hr/>
	£784.—.—

14559

Respectfully,

14560

Defendants' Exhibit 427.*G. No. 1046.*

ATLANTIC CONFERENCE.

Secretary's Office,
 Telegraph Address:
 "Secretair," Jena.

Jena, November 9th, 1910.

To the Parties:

14561

Payments account Russian Eastasiatic S. S. Co.

In accordance with statistic form 35, No. 10 for
 October the parties will please remit to the Russian
 American Line the following amounts:

Continental Lines	£1712.—.—
Allan Line	" 83.—.—
Anchor Line	" 114.—.—
American Line	" 233.—.—
Dominion Line	" 88.—.—
White Star Line	" 387.—.—
Cunard Line	" 452.—.—
Canadian Pacific Ry Co.	" 67.—.—

14562

 £3136.—.—

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 11 Nov., 1910. Ansd.

Petitioner's Exhibit 1635.

14563

*G. No. 1047.***ATLANTIC CONFERENCE.**

Secretary's Office,
Telegraph Address:
"Secretair," Jena.

Jena, November 9th, 1910

To the Parties:

A. C. Meeting.

14564

I beg to communicate that the following subjects are noted for the Agenda of the Meeting at London on the 24th instant:

- 1). Revisal of Byelaws (G. 862 Red Star Line).
- 2). Cunard Line's deported passengers (G. 981 Hapag).
- 3). Dominion Line's notice of withdrawal from Agreement AA westbound (G. 1000 Mr. Ismay).
- 4). Cunard Line's circular on minimal cabin rates (Hapag).
- 5). Advance in second-class rates (G. 996 White Star Line).
- 6). Thomson Line (B. L.).

14565

Will the parties please let me know what other subjects they wish to have placed on the Agenda.

Respectfully,

14566

Defendants' Exhibit 428.*G. No. 1048.*

ATLANTIC CONFERENCE.

Secretary's Office,
 Telegraph Address:
 "Secretair," Jena.

Jena, November 10th, 1910.

To the Parties:

14567

Uranium SS. Co. Ltd. (G. 1039).

The steeragers which left Rotterdam on the SS.
 "Campanello" on 3rd instant were composed as follows:

14568

5 Germans
 204 Russians
 74 Austrians
 45 Hungarians
 1 Briton
 1 French
 1 Belgian
 20 Italians
 7 Turks
 11 Roumanians
 6 Bulgarians

 375

P. S. SS. "Uranium" arrived at Rotterdam on the
 8th instant where she landed 541 steeragers and 27
 cabin passengers.

Defendants' Exhibit 429.

14569

G. No. 1049.

ATLANTIC CONFERENCE.

Secretary's Office,
 Telegraph Address:
 "Secretair," Jena.

Jena, November 11th, 1910.

To the Parties:

Thomson Line (G. No. 1041).

14570

The White Star Line write:

"Referring to our advice of the 3rd inst. (G. No. 1041), respecting the numbers carried per ss. 'Cairnrona' from Southampton 1st instant, it appears the correct figures are:

First Class	5
Second	11
Third Class	228 (of which 22 were English)

Total 292 souls = 244 adults."

Respectfully,

14171

14572 **Petitioner's Exhibit 1636.**

G. No. 1050.

ATLANTIC CONFERENCE.

Secretary's Office,
Telegraph Address:
"Secretair," Jena.

Jena, November 12th, 1910.

To the Parties:

14573 *Banque de Sofia-Doundoff (G. No. 1028).*

The proposal of the Holland America Line to dis-
qualify

Banque de Sofia, Sofia
Ilia Chr. Doundoff, Sofia

has been agreed to by all Lines. I therefore beg to
request the parties to add the above firms to the list of
disqualified agents and to inform their agents thereof.
20 copies of the respective circular the parties will
please send me as usual for distribution amongst the
Lines.

Respectfully,

14574

Defendants' Exhibit 430.**14575***G. No. 1051.*

ATLANTIC CONFERENCE.

Secretary's Office,
 Telegraph Address:
 "Secretair," Jena.

Jena, November 12th, 1910.

To the Parties:

*Uranium S.S. Co. (G. No. 1048).***14576**

The Hamburg Amerika Linie received following
 New York cable:

"Voluturno hence November tenth about six
 hundred twenty steerage netrate about sixteen
 Dollars. Kurfürst November tenth seventeen
 hundred eighty-one at twenty-one less two.
 Fifteen hundred overbooked will be sent Penna
 (Pennsylvania)."

Respectfully,

14577

14578

Petitioner's Exhibit 1637.*G. No. 1052.*

ATLANTIC CONFERENCE.

Secretary's Office,
 Telegraph Address:
 "Secretair," Jena.

Jena, November 14th, 1910.

To the Parties:

A. C. Meeting.

14579

If I do not hear from the Parties to the contrary until November 17th here, I propose to invite the Scandinavian American Line and Royal Line to attend the Meeting at London on 24th instant.

The Russian American Line are informed that a meeting will be held on this date.

Respectfully,

Defendants' Exhibit 431.*G. No. 1053.*

ATLANTIC CONFERENCE.

14580

Secretary's Office,
 Telegraph Address:
 "Secretair," Jena.

Jena, November 17th, 1910.

To the Parties:

I surely had not expected that the notification of my being prevented from attending to my duties for some time, would meet with the response which it has found. The Lines and a number of their gentlemen have expressed such kind sentiments towards me that I feel myself under the pleasant obligation to tender all of them my warmest thanks.

Respectfully,

Defendants' Exhibit 432.

14581

G. No. 1054.

ATLANTIC CONFERENCE.

Secretary's Office,
Telegraph Address:
"Secretair," Jena.

Jena, November 17th, 1910.

To the Parties:

Mr. Holst of the Scandinavian American Line would consider it a favour, when I would send him at earliest convenience the Westbound Passenger figures of the Lines, parties to their present Eastbound agreement for the period January 1st, 1910, up to the present, to enable him to see, how the position of the Scandinavian American Line is in this respect.

14582

I intend to send him these figures on Monday provided no Line objects to it.

Respectfully,

14583

14584

Defendants' Exhibit 433.

G. No. 1055.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, November 17th, 1910.

To the Parties:

A. C. Meeting (G. No. 1052).

14585

I beg to request the Lines to let me know the names of the gentlemen by whom they will be represented at the forthcoming meeting. No objection being raised to G. 1052 I have also invited the Royal and Scandinavian American Lines, as well as the Russian American Line.

Respectfully,

14586

Defendants' Exhibit 434.

14587

G. No. 1056.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, November 18th, 1910.

To the Parties:

Uranium S. S. Co. Ltd. (G. No. 1051).

14588

The Holland America Line have selected ss. "Amerika," November 24th from New York, as opposition steamer against ss. "Campanello" leaving New York the same day. The rate for the ss. "Amerika" is fixed at \$29 with \$2 commission.

Respectfully,

P. S. S.S. "Uranium" sailed yesterday from Rotterdam with 490 steeragers of which 162 for Halifax; 26 cabin passengers of which 5 for Halifax.

14589

14590

Petitioner's Exhibit 1638.*G. No. 1057.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, November 18th, 1910.

To the Parties:

Agreement CC.

14591

I beg to promulgate the following Letter of the 16th
 inst. received today from the Royal Line:

"In accordance with Article 22 of the Agreement entered into on August 15th, 1910, between the Atlantic Conference and the Canadian Northern Steamships, Limited, please accept notice of our intention to terminate said Agreement on February 28th, 1911 and to ask for a revision of the terms under which the Royal Line agreed to pool Eastbound third class traffic.

14592

Yours faithfully,
 (Signed) SCOTT GRIFFIN,
 Manager."

 Respectfully,

Defendants' Exhibit 436.

14593

G. No. 1058.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, November 19th, 1910.

To the Parties:

Changes in rates.

The Hamburg Amerika Linie in view of Byelaw 1 14594
 advance today their prepaid rates:

For all steamers to New York from \$34 to \$38½

For steamers to Philadelphia from \$31⅓ to 36½.

Respectfully,

Defendants' Exhibit 437.*G. No. 1059.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

14595

Jena, November 19th, 1910.

To the Parties:

A. C. Meeting.

Enclosed I beg to send the completed Agenda for
 the Meeting to be held on 24th inst. at the Savoy
 Hotel, London.

Respectfully,

14596

Petitioner's Exhibit 1639.*G. No. 1060.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, November 19th, 1910.

To the Parties:

Proposed Changes in Rates.

14597

I beg to communicate the following telegrams:

1). White Star, Liverpool 16/11. 5.37:

"American lines eastbound Minus not material decreasing request plus lines advance failing which must reduce."

to which the following replies have come to hand:

2). Nordd. Lloyd: Bremen 17/11. 4.35:

"Eastbound during last four weeks we carried 1500 regular passengers or two thousand less than our share further advance our rates therefore impossible would prove absolutely futile general adjustment purposes."

14598

3). Hapag: Hamburg 19/11. 3.19:

"Re White Stars telegram the object of the pool is to increase the receipts of the parties for this reason it has been made a rule to bring about an adjustment if possible by an advance and less frequently by a reduction of rates we are quite ready to advance eastbound two dollars if Lloyd whose plus is three times as high as ours does the same."

Defendants' Exhibit 438

14599

The following telegram I received from the

4). C. P. R. London 15/11. 12.36:

"Have cabled our Montreal people recommending increasing Lake steamers to thirty-five dollars."

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
Recd. 22 Nov. 1910. Ansd.

14600

Defendants' Exhibit 438.

G. No. 1061.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, November 21st, 1910.

To the Parties:

Uranium SS. Co. (G. No. 1056).

I beg to communicate annexed hereto a circular of the Atlantic Express, according to which the Uranium SS. Co. have reduced their rates for Russian steeragers by Rbl. 8. They further give free forwarding from New York to Boston and Philadelphia. The net rates advertised are: 14601

Rotterdam-Halifax (exclusive headtax for U. S. passengers) Rbl. 40.—.

Rotterdam New York, Philadelphia, Boston Rbl. 48.—, inclusive U. S. headtax and board free at Rotterdam.

Respectfully,

14602

*Defendants' Exhibit 438**Annex to G. 1061.**Atlantic Express
Rotterdam.*

Rotterdam 5 November, 1910.

P. T.

Wir teilen Ihnen hierdurch mit, dass wir von heute an bis auf weiteres für die Fahrt nach Boston und Philadelphia, Pa., den *gleichen* Preis berechnen wie für New York; somit stellen sich jetzt die Nettoraten wie folgt:

14603

Rotterdam-Halifax, Rubel 40.—

Rotterdam-New York, Rubel 48.—

Rotterdam-Boston, Rubel 48.—

Rotterdam-Philadelphia, Rubel 48.— inclusive Kopfsteuer und freier Beköstigung in Rotterdam.

Für Passagiere, die *über* Halifax nach den Vereinigten Staaten reisen, ist die *Nettorate* Rotterdam-Halifax Rubel 48.—

Durch diese Preisermässigung ersparen Sie bei Passageiren nach Boston Rubel 5.70, bei Philadelphia Pa., Rubel 4.50.

14604

Sollte bei Buchungen nach weiteren Plätzen die Eisenbahnrate von Boston oder Philadelphia billiger sein, als von New York, so werden wir Ihnen selbstverständlich die billige Eisenbahnrate berechnen.

Wir hoffen, dass ihnen dadurch jetzt ermöglicht sein wird, uns grössere Transporte zuzuweisen.

Indem wir nochmals bemerken, dass wir sowol *Arvis* wie auch *volle Rimesse* stets vor dem Eintreffen der Passagiere hier haben müssen damit wir unsern Angestellten an der holländischen Grenze beauftragen können Ihre Passagiere durchzulassen, zeichnen wir in Erwartung baldiger Zuweisungen.

Hochachtungsvoll,
ATLANTIC EXPRESS,
Rotterdam.

Defendants' Exhibit 439.

14605

G. No. 1062.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

November 21st, 1910.

To the Parties:

Thomson Line (G. No. 1049).

14606

The White Star Line communicate the following
letter of their London (City) Office:

"The ss. "Tortona," which sailed from
Southampton 15th November had on board
seven (7) Saloon, and one hundred and sixteen
(116) Steerage passengers, of the latter we un-
derstand 10 were British."

Respectfully,

14607

14608

Petitioner's Exhibit 1640.*G. No. 1063.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, November 21st, 1910.

To the Parties:

14609

A. C. Meeting London 24th Novbr.

With reference to G. No. 1059 I beg to enclose herewith a supplement to the Agenda sent on 19th instant.
 Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 23 Nov. 1910. Ansd.

*Supplement**to the Agenda of London Meeting, Novbr. 24th 1910.*

14610

- 10). Lloyd's eastbound rates (Hapag) (G. 1060).
 - 11). First class transportation between Landing port and London and Paris (White Star).
 - 12). Agents commission in New York (White Star).
- Jena, 21st November, 1910.

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 23 Nov. 1910. Ansd.

Petitioner's Exhibit 1642.

14611

G. No. 1064.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, November 24th, 1910.

To the Parties:

Uranium S.S. Co. (G. 1051).

Referring to circular Letter G. No. 1056 the Holland-America Line having received information from their New York office that the rate for ss. "Campanello", November 24th from New York, has been reduced to \$23 net, have requested the Hamburg-Amerika Linie to reduce the rate for ss. "Amerika" to \$25 with \$2 commission.

14612

The 490 steeragers which left Rotterdam by ss. "Uranium" on the 17th instant were composed as follows:

1 Netherlands
 3 Germans
 312 Russians
 77 Austrians
 51 Hungarians
 13 Italians
 3 Turks
 24 Roumanians
 6 Bulgarians

14613

 Total 490

Respectfully,

H. PETERS,
 p. S. P.

14614

Defendants' Exhibit 440.*G. No. 1065.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, November 26th, 1910.

To the Parties:

14615

Uranium S.S. Co. (G. No. 1064).

The Hamburg-Amerika Linie received following
 New York cable:

"Campanello hence November twenty-fourth
 about four hundred eighty steerage netrate
 about nineteen dollars. 'Amerika,' November
 twenty-fourth, eighteen hundred thirty-one at
 twenty-nine and twenty-five less two, besides
 two hundred transferred to 'Roon' sixteen to
 'St. Louis.' "

Respectfully,

H. PETERS,

14616

p. S. P.

Defendants' Exhibit 16.

14617

G. No. 1066.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, November 28th, 1910.

To the Parties:

Steerage Agreements.

14618

I beg to promulgate the following Letters which
came to hand today:

- 1). 14 Cockspur Street,
London, S. W., 26th Novr., 1910.

Dear Sir:

In view of the attitude of the British and Continental U. S. Pool Lines at the meetings held at the Savoy Hotel during the present week, we hereby give notice to withdraw from all Steerage Agreements Eastbound and Westbound, in which we are interested, and to terminate same on 28th February, 1911.

14619

Yours truly,
For the Allan Line Steamship Co., Ltd.,
(Signed) HUGH A. ALLAN,
Chairman.

14620

Defendants' Exhibit 16

2).

London, 26th November, 1910.

H. Peters, Esq.,
 Secretary,
 Atlantic Conference,
 Jena.

Dear Sir:

In view of the attitude of the British and Continental U. S. Lines at the meetings held at the Savoy Hotel during the present week, we hereby give notice to withdraw from the following agreements:

14621

- A. A. and all agreements, etc., subsidiary thereto.
- B. B.
- C. C. (Royal Line Agreement)

and to terminate same on February 28th, 1911

Yours truly,

(Signed) GEO. MC. L. BROWN,
 European Manager.

Respectfully,

H. PETERS,
 p. S. P.

14622

(Stamped): Received 30 Nov. 1910. Ansd.

Defendants' Exhibit 441.

14623

G. No. 1067.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, November 28th, 1910.

To the Parties:

Cabin Agreements.

14624

I beg to promulgate the following letters which have
come to hand today.

1).

14 Cockspur Street,
London, S. W., 26th Novr., 1910.

Dear Sir:

As we desire a revision of certain clauses of First
Class Agreement V and Second Class Agreement W,
we hereby give notice of our intention to retire from
these Agreements on 28th February, 1911.

Yours truly,

For The Allan Line Steamship Co., Ltd.,

(Signed) HUGH A. ALLAN,

Chairman.

14625

14626

Defendants' Exhibit 441

(2. 62 to 65 Charing Cross,
(Trafalgar Square) S. W.,
London, 25th November, 1910.

H. Peters, Esq.,
Secretary,
Atlantic Conference,
Jena.

Dear Sir:

14627 As we desire a revision of certain clauses of First
Class Agreement "V" and Second Class Agreement
"W", we hereby give notice of our intention to with-
draw from these agreements, as well as Agreement
"E. E." on February 28, 1911.

Yours truly,
Signed GEO. McL. BROWN,
European Manager,

Respectfully,

14628

Defendants' Exhibit 5.

14629

G. No. 1068.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, November 29th, 1910.

To the Parties:

Agreement BB.

14630

I beg to promulgate the following telegram received
today by the Russian America Line:

"Auf Grund Artikel fünfundzwanzig un-
seres Vertrages BB kündigen wir denselben
zum achtundzwanzigstigen Februar nächsten
Jahres Russisch Ostasiatische Dampfschif-
fahrtsgesellschaft Benislavski signature Legal-
isee par notaire."

of which notice of withdrawal I informed the parties
by wire.

Respectfully,

14631

(Stamped): Ismay, Imrie & Co., Passenger Dept.
Recd. 1 Dec. 1910. Ansd.

14632

Defendants' Exhibit 6.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.
G. No. 1068.

Jena, November 29th, 1910.

To the Parties

14633

Agreement BB.

I beg to promulgate the following telegram received today by the Russian America Line:

"In accordance with Article 25 of our agreement BB, we give notice of termination on the 28th of February, next year, Russian East Asiatic Steamship Company, by Benislavski, signature before a notary."

of which notice of withdrawal I informed the parties by wire.

Respectfully,

H. PETERS.

14634

Defendants' Exhibit 442.**14635***G. No 1069.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair", Jena.

Jena, November 30th, 1910.

To the Parties:

*Steerage Agreements (G. 1066).***14636**

Further to G. 1066 I beg to promulgate the following:

Glasgow,
 28th November, 1910.

H. Peters, Esq.,
 Jena.

Dear Sir:

In view of the attitude of the British and Continental U. S. Pool Lines at the Meetings held at the Savoy Hotel, London, during last week, we hereby give notice to withdraw from all Steerage Agreements Eastbound and Westbound in which we are interested and to terminate same on 28th February, 1911.

14637

Yours truly,
 (Signed) DONALDSON BROTHERS.

Respectfully,

14638

Defendants' Exhibit 443.*G. No. 1070.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, November 30th, 1910.

To the Parties:

14639

Cabin Agreements (G. No. 1067).

Messrs. Donaldson Brothers write under date of
28th instant:

"As we desire a revision of certain clauses
of the 2nd class Agreement 'W,' we hereby
give notice of our intention to retire from this
Agreement on 28th February, 1911."

Respectfully,

14640

Defendants' Exhibit 444.

14641

G. No. 1071.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, December 1st, 1910.

To the Parties:

Steerage Agreements (G. 1069).

14642

I beg to confirm the following telegrams of 30th
Novbr. from:

Cunard Line:

"We beg to give notice of withdrawal from
agreements V. W. Z. after February 28, 1911."

Immco Lines:

"In view Allan and Canpac notice with-
drawal from passenger agreements must with
regret give similar intimation on behalf Immco
Lines."

Respectfully,

14643

14644

Defendants' Exhibit 445.*G. No. 1072.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, December 1st, 1910.

To the Parties:

14645

Cabin Agreements (G. 1070).

I beg to confirm the following telegrams received on
the 30th Novr. from:

Cunard Line:

"We beg to give notice of withdrawal from
agreements V. W. Z. after February 28, 1911."

Immco Lines:

"In view Allan and Canpac notice with-
drawal from passenger agreements must with
regret give similar intimation on behalf Immco
Lines."

14646

Respectfully,

Defendants' Exhibit 446.

14647

G. No. 1073.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 1st, 1910.

To the Parties:

Passenger Agreements (G. No. 1069).
1070

The Anchor Line under date of 29th of November
 write:

14648

"We beg to thank you for your telegram informing us that the Allan Line and the Canadian Pacific Railway Company have in accordance with Clause 27, of the AA Agreement dated February, 1908, given notice of their retiral from all Atlantic Conference Steerage Agreements, and that they have also given notice of their intention to withdraw from Cabin Agreements. These withdrawals all to become effective on 28th, February, 1911.

As per Clause B of paragraph 27, this notice on the part of the two Canadian Lines will free all other Companies who are parties to the AA Agreement, and of the Cabin Agreements V and W from their commitments.

14649

"To keep ourselves in order we also beg to give you notice now of our intention to withdraw from Agreement BB and Agreement CC, and from the Agreement concluded by us and the other U. S. Lines, with the Scandinavian-American Line."

Respectfully,

14650

Defendants' Exhibit 447.*G. No. 1074.***ATLANTIC CONFERENCE.**

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, December 1st, 1910.

To the Parties:

14651

Agreement BB.

Further to their telegram promulgated in G. 1068
the Russia American Line write:

"Wir nahmen Veranlassung Ihnen heute
dringend zu drahten:

'Auf Grund Artikel fünfundzwanzig
unseres Vertrages BB kündigen wir denselben
zum achtundzwanzigsten Februar nächsten
Jahres'

14652

und bestätigen hierdurch, dass wir unseren
Vertrag BB mit der Atlantic Conferenz auf
Grund des Artikels 25 dieses Vertrages zum 28
Februar 1911 kündigen, wovon Sie gütigst die
Parteien in Kenntniss setzen wollen."

Respectfully,

Defendants' Exhibit 448.

14653

G. No. 1075.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, December 1st, 1910.

To the Parties:

Steerage Agreements (G. 1073).

14654

I beg to confirm the following telegram of the Scandinavian American Line:

"Telegram *re* Immco lines withdrawal agreements received consequently we consider ourselves released from both westbound and eastbound agreements."

which I passed on to the parties by wire.

Respectfully,

14655

14656**Defendants' Exhibit 449.***G. No. 1076.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, December 2nd, 1910.

To the Parties:

14657*Uranium S.S. Co. (G. No. 1065).*

S.S. "Vulturno" sailed Thursday, December 1st
from Rotterdam with

450 steeragers of which 155 for Halifax
18 cabin passengers of which 2 for Halifax.

Respectfully,

14658

Petitioner's Exhibit 1843.

14659

G. No. 1077.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, December 3rd, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 1076.)

14660

The Holland-America Line have selected as opposition steamer against S. S. "Uranium" December 8th from New York S. S. "Majestic," leaving New York on the 7th instant, and they have requested the White Star Line to fix the rate at \$25 with \$2 commission.

Respectfully,

14661

14662

Defendants' Exhibit 450.*G. No. 1078.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 3rd, 1910.

To the Parties:

The following are the departures of steamers advertised to sail from New York, during December:

- 14663** Tuesday, Decbr. 6th, Potsdam.
 Wednesday Decbr. 7th, Majestic, Campania.
 Thursday, Decbr. 8th, Gothland, Friedrich d. Gr. La Savoie.
 Saturday, Decbr. 10th, Kais, Aug. Victoria, Niagara.
 La Gascogne, Cedric, Columbia, Lapland, Lituania.
 Tuesday, Decbr. 13th, Nieuw Amsterdam, Kais. Wilh d. Grosse.
 Wednesday, Decbr. 14th, Adriatic, Caronia.
 Thursday, Decbr. 15th, La Lorraine.
 Saturday, Decbr. 17th, Pres. Grant, Königin Louise, Arabic, Mauretania.
- 14664** Wednesday, Decbr. 21st, Teutonic, Vaderland.
 Thursday, Decbr. 22nd, Pennsylvania, Rhein, La Touraine.
 Saturday, Decbr. 24th, Floride, Chicago, Baltic, Russia.
 Wednesday, Decbr. 28th, Oceanic, Lusitania, Samland.
 Thursday, Decbr. 29th, Neckar, La Bretagne.
 Saturday, Decbr. 31st, Celtic.

Will the parties please furnish me with a copy of their eastbound departures for 1911.

Respectfully,

Defendants' Exhibit 451.**14665***G. No. 1079.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 5th, 1910.

To the Parties:

*Changes in Prepaid Rates.***14666**

The Norddeutscher Lloyd, refering to Byelaw 1,
 advise the following changes in prepaid rates, begin-
 ning December 5th:

New York Express steamers	\$43½
New York Regular steamers	" 38½
Baltimore, Philadelphia, Galveston	" 36½

Respectfully,

14667

14668

Defendants' Exhibit 452.*G. No. 1080.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 7th, 1910.

To the Parties:

Payments Account Atlantic Conference.

14669

The parties will please make the following payments
 for November in accordance with Statistic Form 30,
 No. 11:

Continental Lines to Anchor Line	£ 2836.—.—
" " " American Line .. "	1300.—.—
" " " Dominion Line .. "	2209.—.—
" " " White Star Line "	3250.—.—
" " " Cunard Line "	3649.—.—
" " " Donaldson Line . "	272.—.—
Allan Line to Cunard Line	1620.—.—
Canadian Pac. Ry. Co. to Cunard Line "	4340.—.—

14670

 £19476.—.—

Respectfully,

Defendants' Exhibit 453.**14671**

No. 1081.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 8th, 1910.

To the Parties:

Payments, Account Russian Eastasiatic S. S. Co.

In accordance with statistic Form 35, No. 11 the
 following payments are to be made for November:

Russian East Asiatic S. S. Co. to Continental Lines	£ 745.—.—	14672
Russian East Asiatic S. S. Co. to Anchor Line	" 22.—.—	
Russian East Asiatic S. S. Co. to American Line	" 20.—.—	
Russian East Asiatic S. S. Co. to Dominion Line	" 66.—.—	
Russian East-Asiatic S. S. Co. to White Star Line	" 2.—.—	
Russian East-Asiatic S. S. Co. to Cunard Line	" 99.—.—	
Allan Line to Russ. East-Asiatic S. S. Co. "	52.—.—	
Canadian Pac. Ry. Co. to Russ. East-Asiatic S. S. Co.	" 58.—.—	14673

I beg the parties to perform the payments as follows:

Russian East-Asiatic S. S. Co. to Continental Lines	£ 745.—.—
Russian East-Asiatic S. S. Co. to Anchor Line	" 11.—.—
Russian East-Asiatic S. S. Co. to American Line	" 20.—.—
Russian East-Asiatic S. S. Co. to Dominion Line	" 66.—.—

14674

Defendants' Exhibit 454

Russian East-Asiatic S. S. Co. White	
Star Line	" 2.—.—
Allan Line to Anchor Line	" 11.—.—
Allan Line to Cunard Line	" 41.—.—
Canadian Pacific Ry. Co. to Cunard	
Line	" 58.—.—
	<hr/>
	£ 954.—.—
	<hr/>

Respectfully,

14675

Defendants' Exhibit 454.*G. No. 1082.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 8th, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 1078.)

The steeragers forwarded by S. S. "Vultorno" from
 Rotterdam on December 1st, were composed as follows:

14676

16 Germans
 275 Russians
 71 Austrians
 46 Hungarians
 6 Bulgarians
 25 Italians
 8 Roumanians
 2 Americans

Defendants' Exhibit 455.**14677***G. No. 1083.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 8th, 1910.

To the Parties:

*Payments account Scandinavian American Line.***14678**

In conformity with statistic Form 41, No. 7, the parties will please make the following payments to the Scandinavian American Line for November:

Continental Lines	£ 533.—.—
Allan Line	" 58.—.—
Anchor Line	" 45.—.—
American Line	" 101.—.—
Dominion Line	" 18.—.—
White Star Line	" 180.—.—
Cunard Line	" 176.—.—
Canadian Pacific Ry. Co.	" 53.—.—

 £ 1164.—.—

14679

Respectfully,

14680

Defendants' Exhibit 456.*G. No. 1084.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 8th, 1910.

To the Parties:

14681

Payments Account Royal Line.

In conformity with statistic form 45, No. 3 the
 Royal Line will please make the following payments
 for November:

To Continental Lines	£	399.—.—
" Allan Line	"	43.—.—
" Anchor Line	"	35.—.—
" American Line	"	76.—.—
" Dominion Line	"	13.—.—
" White Star Line	"	135.—.—
" Cunard Line	"	132.—.—
" Canadian Pacific Ry. Co.	"	39.—.—

14682

 £ 872.—.—

Respectfully,

Defendants' Exhibit 457.

14683

G. No. 1085.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 9th, 1910.

To the Parties:

Uranium S. S. Co (G. No. 1082.)

S. S. "Campanello" arrived at Rotterdam on the
 8th inst., with 25 cabin passengers, 618 steeragers
 and 30 deports. The first report was about 480 steer-
 agers. (See G. No. 1065.)

14684

Respectfully,

Petitioner's Exhibit 1644.*G. No. 1086.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

14685

Jena, December 10th, 1910.

To the Parties:

Initial Steerage Rates 1911.

The Continental Lines propose to commence with
 the beginning of 1911, with the same rates westbound
 and eastbound as in the beginning of 1910, viz:

*Defendants' Exhibit 1644***14686**

Hamburg America Line:

			Westbound exclusive of headtax		Eastbound
			Present Rates		Present Rates
All steamers	M	160.—	\$140.—	\$35.—	\$35
			130.—		33
Philadelphia	M	150.—	130.—	33.—	33
Holland-America Line	M	160.—	160.—	35.—	43

Norddeutscher Lloyd:

14687	Express	M	180.—	170.—	40.—	38
	Regular	M	160.—	130.—	35.—	35
	Baltimore, Philadelphia, Galveston	M	150.—	130.—	33.—	35
			\$35 fr. Galv.			
	Red Star Line	M	160.—	160.—	35.—	31

Prepays accordingly.

Cie. Gle. Transatlantique will charge:

Westbound

14688	Provence, Savoie, Lorraine, Touraine					Present Rates
			Frcs 200.—	plus head tax		200
	Chicago, Niagara, Gascogne, Bretagne		180.—			200
	Cargo boats		160.—			175

Austro Americana:

Martha Washington	Kr.	200.—
Other steamers	"	180.—

Will the British Lines please inform me of what
their rates will be.

Respectfully,

Defendants' Exhibit 458.**14689***G. No. 1087.***ATLANTIC CONFERENCE.**

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 10th, 1910.

To the Parties:

*Uranium S. S. Co. (G. No. 1085.)***14690**

I beg to communicate the following telegrams:

- 1) From Messrs. Ismay, Imrie & Co.,
 Liverpool, 8/12. 5:17:

"New York cables about 1600 continental
 passengers shut out Majestic 1214 transferred
 Gothland transferring balance Lapland."

- 2) From the Hamburg Amerika Linie,
 Hamburg, 10/12 10.9:

"New York cables: Uranium hence Decem-
 ber eight about eleven hundred steerage netrate
 about nineteen Majestic December seventh six
 hundred eighteen including two hundred con-
 tential at twenty-five less two besides twelve
 hundred transferred Gothland December
 seventh and five hundred Lapland, December
 tenth."

14691

Respectfully,

14692

Defendants' Exhibit 459.*G. No. 1088.*

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, December 16th, 1910.

To the Parties:

14693

Uranium S. S. Co. (G. No. 1087.)

S. S. "Campanello" sailed Thursday 15th instant
from Rotterdam with 612 steeragers and 42 cabin pas-
sengers.

Respectfully,

Of the above passengers 162 steeragers were for
Halifax, also 8 cabin passengers.

14694

Defendants' Exhibit 461

14701

Libau 1/14/12 1910.

The Russian American Line draw the attention to the extra charge of 3 Rbl. (Prepays \$1.50) which they in future will charge extra for lodging at Libau during the 5 days quarantine. They suggest that the B. L. take in consideration to collect the same or a similar amount for quarantine expenses which are incurred for Russian passengers via Libau.

Will the parties please let me have their views.

Respectfully,

14702

Defendants' Exhibit 461.

G. No. 1091.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, December 17th, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 1088.)

14703

The Holland-Amerika Linie write on the 16th instant as follows:

"Please note that we have selected S. S. 'Pennsylvania,' from New York, December 22nd, as opposition steamer against S. S. 'Volturno' leaving the same day and that we have asked the Hamburg-American Line to wire their New York office to fix the rate at \$26 with \$2 commission."

Respectfully,

14704

Defendants' Exhibit 462.*G. No. 1092.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 19th, 1910.

To the Parties:

Compensation payments for fighting steamers.
(G. No. 1026.)

14705 S. S. "Grosser Kurfürst" Sept. 15th, "Prinz Fried.
 Wilhelm" October 13th, "Barbarossa" Oct. 27th,
 "Prinz Fr. Wilhelm" Aug. 2nd, "Kais. Aug. Victoria"
 Sept. 3rd, "Kaiserin Auguste Victoria" October 1st.

I beg to submit the bills of the above steamers for
 passengers carried at fighting rates by the North Ger-
 man Lloyd and the Hamburg-American Line. The
 bills were found in accord with the passenger mani-
 fests which have been audited.

1) Compensation—Note.

"Grosser Kurfürst," 1. 9. 10. off New York:

330/1 29/2 at a rate of \$27.

(G. No. 959)

14706 1005/1 145/2 at a rate of \$24.

(G. No. 964)

Compensation for 344,5/1

@ \$3 = \$ 1033.50

Compensation for 1077,5/1

@ \$6 = \$ 6465.—

\$ 7498.50

Board and lodging for 270 pas-
 sengers (G. 970, 1040) over-
 booked and transferred to the
 "Kaiserin Auguste Victoria"

2 days @ \$0.75 \$ 405.— \$7903.50

Defendants' Exhibit 462

14707

"Prinz Friedrich Wilhelm" 13.10.10 off New York:

322/1 29/2 at a rate of \$27

(G. 1008)

867/1, 103/2 at a rate of \$23

(G. 1014)

Compensation for 336, 5/1

@ \$3 = \$ 1009.50

Compensation for 918, 5/1

@ \$7 = \$ 6429.50 \$7439.—

\$15342.50

Carried over

\$15342.50 14708

"Barbarossa" 27.10.10 off New York:

140/1 11/2 at a rate of \$27

(G. 1032)

1183/1 91/2 at a rate of \$23

(G. 1033)

Compensation for 145, 5/1

@ \$3 = \$ 436.50

Compensation for 1228, 5/1

@ \$7 = \$8599.50 \$9036.—

"Prinz Friedrich Wilhelm" 28.10. off New York:

Expenses for 2 days board and
lodging for 378 passengers (G.

No. 935) overbooked and trans-
ferred to S. S. "Brandenburg"

48.10 off New York @ \$0.75
per day

\$ 567.—

\$24945.50

14709

2) Bill for passengers carried at fighting rates by
S. S. "Kaiserin Auguste Victoria," 3.9. 1910 from
New York. (Refer to G. No. 970.)
Regular rate \$35.

Defendants' Exhibit 462

14713

The total amounts to be paid are:

\$24945.50 for the North German Lloyd.

\$ 1636.— for the Hamburg-American Line.

I therefore beg the parties to make the following payments:

		to the Norddeutscher Lloyd	to the Hamburg- Amerika Linie
Anchor Line	3.74%	\$ 932.96	\$ 61.19
Cunard Line	14.42%	3597.14	235.91
Hapag	12.02%	2998.45	196.65
Nasm	5.82%	1451.83	95.21
Lloyd	17.72%	4420.34	289.90
Red Star Line	8.18%	2040.54	133.82
White Star Line	14.77%	3684.45	241.64
American Line	8.32%	2075.47	136.12
Dominion Line	1.43%	356.77	23.39
Transat	4.88%	1217.34	79.84
Austro	1.84%	459.—	30.10
Rusamerika	2.95%	735.89	48.26
Scand. American L.	3.91%	975.37	63.97
		<hr/>	<hr/>
		100.00	\$24945.50 \$1636.—
		<hr/>	<hr/>

14714

14715

Respectfully,

(Stamped): Ismay, Imrie & Co., Passenger Dept.,
Recd. 22, Dec., 1910. Ansd.

14716

Defendants' Exhibit 463.*G. No. 1093.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 22nd 1910.

To the Parties:

Uranium S.S. Co. (G. No. 1088.)

14717

The 612 steeragers which sailed on the "Campanello" on the 15th instant from Rotterdam were composed as follows:

6 Germans
 356 Russians
 109 Austrians
 70 Hungarians
 2 Englishmen
 1 Belgian
 25 Italians
 5 Turks
 7 Roumanians
 24 Bulgarians
 3 Americans
 4 Persians

14718

 612

S.S. "Uranium" which left New York on the 8th inst. (G. No. 1087) arrived at Rotterdam on the 20th where she landed:

14 I. Cl. passengers, 26 II. Cl. passengers, 955
 III Cl. passengers and 12 deports.

Respectfully,

Defendants' Exhibit 464.

14719

G. No. 1094.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 23rd 1910.

To the Parties:

*Compensation payments for fighting steamers (G.
 1092) S.S. "Grosser Kurfürst" 10th Nov. '10.*

The Norddeutscher Lloyd send me the following
 bill for their S.S. "Grosser Kurfürst" which was se- **14720**
 lected as fighting steamer (vide G. No. 1037.1051):

"Compensation-Note

S.S. Grosser Kurfürst, November 10th off
 Newyork: carried 1535/1, 144/2, 63/0. at a
 fighting rate of \$ 21. Compensation for
 1607/1 @ \$ 9.— = \$ 14463.—"

The passenger manifest has been examined and
 found in accord with the above bill.

The parties will please remit the following amounts
 to the Norddeutscher Lloyd:

	%	\$	14721
Anchor Line	3.74	541.—	
Cunard Line	14.42	2086.—	
Hapag	12.02	1738.—	
Nasm	5.82	842.—	
Lloyd	17.72	2563.—	
Red Star Line	8.18	1183.—	
White Star Line	14.77	2136.—	
American Line	8.32	1203.—	
Dominion Line	1.43	207.—	
Transat	4.88	706.—	
Austro	1.84	266.—	
Rusamerika	2.95	427.—	
Scand. American Line	3.91	565.—	
	100.00	14463.—	

14722

Defendants' Exhibit 465.*G. No. 1095.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 23rd 1910.

To the Parties:

I received from an Agent Mr. Alexander V. Baltad-
14723 dori at Salonique, Bourmal Djami, the following letter:

"Ayant demandé à plusieurs Agents de Bâle de nous indiquer quelles sont les Compagnies et les Agents disqualifiés et comme ces Agents ne peuvent pas nous donner des renseignements à ce sujet nous avons l'honneur de vous prier de vouloir bien nous informer quelles sont les Compagnies et les Agents qui ne sont pas entrés dans le Pool.

"Dans l'attente de vous lire nous avons l'honneur de vous présenter, Monsieur, nos salutations bien distinguées."

14724

If there is any line working with Mr. Baltad-
 will such line please send him reply and inform me of
 it until 31st instant.

Respectfully,

(Stamped): Ismay, Imrie & Co. Passenger Dept.
 Recd. 26 Dec. 1910 Ansd.

Defendants' Exhibit 466.

14725

G. No. 1096.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 24th 1910.

To the Parties:

Compensation for fighting steamers (G. No. 1094).
SS. "Lituania" Sept. 9th, "Russia" Sept. 15th
(Supplement).

The Russian American Line submit the following
 bill for passengers booked at fighting rates;

14726

S.S. "Lituania" Sept. 29th (G. No. 990, 995, 998,
 1001).

Rotterdam

4/1	3/2 =	5½	Adults at \$27	Compensation\$3 = \$	16.50
242/1	18/2 =	251	" " "24	" "6 =	"1503.—
610/1	46/2 =	633	" " "22	" "8 =	"5064.—

 \$6583.50
Libau

2/1	=	2	" " "34	" "3 = \$	6.—
46/1	4/2 =	48	" " "31	" "6 =	"288.—
52/1	5/2 =	54½	" " "29	" "8 =	"436.—

14727

2 days board & Lodging for 23/1, 1/2 overbooked
 passengers forwarded by S.S. "Kaiserin Aug. Vic-
 toria" (G. No. 1001) @ \$1.50 per 1/1

 \$ 730.—

" 35.25

S.S. "Russia" Sept. 15th, supplement (G. No.
 1026).

Rotterdam

1/1 at \$ 24. Compensation \$ 6. =

" 6.—

 "7354.75

4909

Defendants' Exhibit 466

The parties will please remit the following amounts to the Russian American Line:

Respectfully,

14730

Defendants' Exhibit 467.

14731

G. No. 1097.

ATLANTIC CONFERENCE.

Secretary's Office
Telegraph Address:
"Secretair," Jena.

Jena, December 24th, 1910.

To the Parties:

Uranium S. S. Co. (G. No. 1091.)

14732

The Hamburg-Amerika Linie received following
cable:

"Voluturno hence December 22nd about 850
steerage net rate about \$20. Pennsylvania De-
cember 22nd 1356 at \$26 less \$2. Besides 33
transferred Baltic December 24th."

Respectfully,

14733

14734

Defendants' Exhibit 468.*G. No. 1098.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 27th 1910.

To the Parties:

G. Schyns

The Hamburg American Line writes:

14735

"A short time ago there arrived in Hamburg steerage passengers of the Dominion and Allan Lines who were provided with properly drawn-up prepaid contracts calling for passage from Liverpool by these Lines and who were therefore duly forwarded. But, strange to say, in addition to these prepaids the passengers also held certificates of the firm of G. Schyns, Antwerp, termed 'Kajütsschiffsbillet' for the journey from Antwerp to Toronto. These certificates had been sent to them by Schyns from Antwerp with a letter which states that for the passengers a steamer-ticket calling for free conveyance from Antwerp to Toronto had arrived and that, therefore, the passenger should immediately proceed to Vienna to Schyns' office, where he would receive 15 Roubles for a ticket to Antwerp.

14736

"For your kind submission to the Lines we send you in the enclosure of these certificates of Schyns two photographic reproductions (14 copies of each) also two of Schyns' letters (one addressed to Leizer Goldmann with German translation, Allan Line prepaid 15677, and the other to Rose Walikoff, Dominion Line prepaid 139489).

Defendants' Exhibit 468

14737

"These documents are worth special attention in several respects.

"From them is evident that invitations to travel to holders of Dominion Line and Allan Line prepaids are forwarded by an Agent, disqualified by all the Continental and British Lines including the Dominion and Allan Lines.

"It is obvious that the certificate forwarded by Schyns to the passengers is intended by its superscription 'Kajütsschiffsbillet' to deceive and to create with the authorities, with whom the people come into contact on their way to the port of embarkation, the false impression that the holders of the certificates are not emigrants but cabin passengers.

14738

"The certificates are issued for conveyance from Antwerp *i. e.* from a port via which, neither the Dominion nor the Allan Line, hold a license.

"In his circulars Schyns makes the assertion that passengers with his interim-contracts can pass all the controlstations without hinderance. However neither with certificates issued by Schyns nor with such calling for conveyance from Antwerp can passengers pass the controlstations. Schyns therefore knowingly disseminates untruths in the name of British Lines.

14739

"By this action the agent Schyns, disqualified by the Dominion and Allan Lines, puts these two Lines in danger of having the license, procured for them by the two German Lines, withdrawn by the German Government, so that then the Dominion and Allan Lines would be precluded from carrying Continental passengers lawfully from German ports.

"We therefore think that we are doing our friends the Dominion and Allan Lines a serv-

14740

Defendants' Exhibit 468

ice if we hereby bring to their knowledge Schyns' unlawful behavior."

I herewith beg to enclose a photographic reproduction of the tickets as well as copies of letters addressed to the holders of said tickets by Mr. Schyns.

Respectfully,

(Stamped): North Atlantic Passenger Conference.

Received 29/12 1910 Acknl'd 1910 Answered 1910.

14741 *Annex to G. No. 1098.*

D. L. Prp. 139489.

G. Schyns

48, Avenue de Keyser, 48

Antwerpen

(Belgian)

Telegram:

Schyns Antwerpen

Telephone 3242.

Antwerpen, den 23 November 1910.

14742

Frau

Rose Walikoff,

Novograd-Wolynski

Mit Bezug auf mein Schreiben vom 12.d.M. teile ich Ihnen mit, dass anstatt Basche Bein *eine andere Frau fahren kann. Aber diese andere Frau muss fahren unter dem Namen Basche Bein*, denn die Schiffskarte ist auf diesen Namen ausgestellt.

Sie können also von zu Hause abfahren am 1. Dezember oder am 22. Dezember, am 5. oder am 25. Jänner, wie es Ihnen besser ist, das heisst, wann Sie zur Reise fertig sind. Wie Sie zu fahren haben, das schrieb ich Ihnen schon im vorigen Brief.

Hochachtend

Pr. G. SCHYNS

Annex 2 to G. No. 1098.

Uebersetzung aus dem russischen.

Antwerpen, den 20. Oktober 1910.

Frau Maria Bock

Nowograd-Wolynsk, Gouv. Wolyn.

Hiermit beehre ich mich, Ihnen eine Schiffskarte zu behändigen, welche für Sie aus Canada zugegangen ist und auf freie Fahrt von Antwerpen nach Toronto, Ontario lautet.

Von Antwerpen gehen die Dampfer jeden Donnerstag. Ich ersuche Sie, so schnell wie möglich die Reise anzutreten.

14744

Von Ihrer Heimat wollen Sie sich direkt nach Wien (Oesterr.) begeben. In Wien wenden Sie sich bitte an diese adresse:

*Oesterreichisches Central-Reisebureau G. Schyns,
Navarragasse No.53, Wien, II.*

Hier erhalten Sie für 15 Rubel eine Fahrkarte nach Antwerpen.

Unser Angestellter befindet sich stets auf dem Bahnhof in Wien; damit dieser aber Sie erkennen kann, wollen Sie an sichtbarer Stelle anliegende rote Adresskarte tragen.

14745

Falls Sie grösseres Gepäck haben, so können Sie dieses 3 Wochen vor Ihrer Abreise an meine Adresse nach Antwerpen expedieren; das Gepäck ist von 2 Seiten mit Gepäckzetteln zu versehen.

Ihre Freunde, welche mit Ihnen zusammen nach Amerika zu reisen beabsichtigen, können bei mir zu einem billigen Preise Schiffskarten lösen. Da aber unsere Dampfer frühzeitig besetzt werden, so bitte ich die Personen, welche zu reisen gedenken, an meine Adresse eine Angabe von 10 Rub. absenden zu wollen.

14746

Defendants' Exhibit 468

Ich werde alsdann für diese gute Plätze auf dem Dampfer belegen und Schiffskarten zusenden.

Wollen Sie mir gefälligst mitteilen, wann Sie die Reise nach Canada antreten werden.

Hochachtungsvoll

P. Pon. G. SCHYNS (Gez.)

Appendix to G. No. 1698.

Translated from the Russian.

Antwerp, 20/10/'10.

14747

Mrs. Maria Bock,
Nowograd-Wolynsk, Gov. Wolyn.

I herewith take the liberty to transmit you a steamer ticket which has arrived here from Canada for you and which entitles you to a free passage from Antwerp to Toronto, Ontario.

The steamers sail from Antwerp every Thursday. I ask you to kindly start on your journey at your earliest convenience.

Proceed direct from your home direct to Vienna (Austria). When you have reached Vienna, kindly present yourself at the following address:

14748

G. Schyns' Austrian Central Travel Office,
53, Navarragasse, Vienna, II.

You will here receive a railway ticket to Antwerp for the sum of Rb. 15.—

Our employee is always at the railway station at Vienna; in order that he may know you, kindly carry the enclosed red address card so that it may be easily seen.

If you have large luggage, this can be sent on to my address at Antwerp three weeks before you leave home; the luggage must be provided with luggage labels on two sides.

Defendants' Exhibit 468

14749

those of your friends who intend to go to America with you will be able to obtain steamer tickets from me at cheap rates. But as the berths on our steamers are quickly booked, I request those persons who intend to travel to send me a deposit of Rb. 10.—. I shall then secure good accommodation on the steamer for these persons and forward them their steamer tickets.

Would you be so kind as to inform me when you will begin your journey to Canada?

Respectfully,
for G. SCHYNS (Signed).

14750

Appendix to G. No. 1098.

Dominion Line Prepaid, No. 139489.

G. Schyns,
48, Avenue de Keyser, 48,
Antwerp (Belgium).

Telegraphic Address:
Schyns Antwerp.

Telephone 3242.

Antwerp, 23/11/'10.

Mrs. Rose Walikoff,
Novograd-Wolynski.

14751

With reference to my letter of the 12th inst. I beg to inform you that another female passenger can travel in the place of Basche Bein. *But this other person must travel under the name of Basche Bein,* as the steamer ticket has been made out in this name.

You can, therefore, start from your home on the 1st or 22nd December, or on the 5th or 26th January, as you prefer, that is, when you are ready for the journey. I have already given you instructions as to how you are to travel.

Respectfully,
For G. SCHYNS.

14752

*Defendants' Exhibit 468**Cabin Steamer Ticket.*

3rd Class No. 0,112

G. Schyns, Antwerp. Licensed by the Government on
Deposit of Kronen 40,000.—.

No.	Name & Surname	Age	Residence	Destination
1.	B. Bein	Adult	Novograd-	Toronto,
2.	Rosa Wolikoff,	"	Wolinsk	Ontario.
3.	Josel	"	"	"
4.	Chaïke	"	"	"
5.				
6.	(Prepaid No. 139489—everything paid)			

14753

The full passage from Antwerp to Toronto is Kr.
Of this sum there has been paid

There consequently remains to be paid Kr.

This temporary ticket is valid for Kr all paid
Corrected tickets will not be accepted.

14754

Petitioner's Exhibit 1646.

14755

G. No. 1098 A.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 29th, 1910.

To the Parties:

Secretary's Salary.

14756

The Scandinavian American Line have to contribute
 to the Secretary's salary for 1910 in accordance with
 annex to bylaw 150 Art. 1 and bylaw 53

from March 1st-August 31st (1/13 of £2000 for 6
 months) £76.18.6

from Sept. 1st-December 31st
 (1/14 of £2000 for 4 months) "47.12.5

 £124.10.11

The Royal Line have to con-
 tribute from Sept. 1st-Decem-
 ber 31 (1/14 of £2000 for 4
 months)

" 47.1-2. 5 14757
 £172. 3. 4

According to circular letter of June 29th
 1910 the A. C. Lines including the Rus-
 sian American Line have paid for the
 first half year £1000 consequently a bal-
 ance for the second half year of "827.16. 8
 remains to be paid by the A. C. Lines
 including the Russian American Line
 (in all 12 parties).

 (£1000.—.—)

14758

Petitioner's Exhibit 1646

The Lines have therèfor to make the following payments:

Scandinavian American Line £124.10.11

Royal Line " 47.12. 5

Allan Line " 68.19. 8

American Line " 68.19. 8

Anchor Line " 68.19. 8

Canadian Pacific Ry. Co. .. " 68.19. 8

Cunard Line " 68.19. 9

Dominion Line " 68.19. 9

Hamburg-Amerika Linie .. " 68.19. 9

Holland-Amerika Linie ... " 68.19. 9

.14759

Norddeutscher Lloyd " 68.19. 9

Red Star Line " 68.19. 9

Russian American Line ... " 68.19. 9

White Star Line " 68.19. 9

£1000.—.—

I shall be obliged for remittance.

Respectfully,

14760

Defendants' Exhibit 469.

14761

G. No. 1099.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 29th 1910.

To the Parties:

The following is the list of eastbound departures in
 January 1911:

14762

Tuesday	January 3rd	George Washington, Ryndam
Wednesday	" 4th	Campania, Kroonland
Thursday	" 5th	Amerika
Saturday	" 7th	Oceanic, Furnessia
Wednesday	" 11th	St. Paul, Finland
Thursday	" 12th	President Lincoln
Saturday	" 14th	Fried. der Grosse, Laurentic
Tuesday	" 17th	Kaiser Wilhelm der Grosse, Potsdam
Wednesday	" 18th	Lusitania, Gothland
Thursday	" 19th	Batavia
Saturday	" 21st	Adriatic, Columbia
Wednesday	" 25th	Campania, Lapland
Saturday	" 28th	Baltic, President Grant, Russia
Tuesday	" 31st	Nieuw Amsterdam.

14763

Respectfully,

14764

Petitioner's Exhibit 1647.*G. No. 1100.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

Jena, December 30th 1910.

To the Parties:

Compensation for fighting steamers. (G. No. 1096.)

14765 S.S. "Pennsylvania" Novl 12th, "Amerika"
 Novbr. 24th,

"Grosser Kurfürst" Novbr. 10th (supplement).

The Hamburg Amerika Linie submit the following
 bills for passengers booked at fighting rates:

1) "Bill

for passengers carried at fighting rates
 by SS. 'Pennsylvania,' 12.11.1910. from New York.
 (G. No. 1051.)

Regular rate \$35.—

14766 1564/1, 60/2 at \$21.— fighting rate
 = 1594/1 at \$ 9.— compensations-
 rate \$14,346.—

2) "Bill

for passengers carried at fighting rates
 by S.S. 'Amerika,' 24.11.1910 from New York.
 (G. No. 1056, 1064, 1065.)

Regular rate \$35.—

537/1. 20/2 at \$29.— fighting rate
 = 547/1 at \$ 1.— compensations-
 rate \$ 547.—

Petitioner's Exhibit 1647

14767

1158/1, 29/2 at \$25.— fighting rate	
= 1172/1, 1/2 at \$5.— compensa-	
tion rate	\$ 5,862.50
total	\$ 6,409.50"

The passenger manifests have been examined and found in accord with the above bills.

The total amount to be paid to Hamburg-Amerika Line is \$20,755.50.

The Norddeutscher Lloyd submit the following bill for board and lodging of overbooked passengers:

14768

3) "Supplement to Compensation-Note
(G. No. 1094).

Expenses for board and lodging of 1603 steerage passengers overbooked for s. s. 'Grosser Kurfürst,'

10/11 off Newyork and transferred to s. s. "Pennsylvania."

12/11 off Newyork. (G. No. 1051.)

2 days a \$1.50 per each passenger = \$2404.50."

The difference of 1603 (1573/1, 60/2) in this bill against 1594 (1564/1, 60/2), in the above bill No. 1 is explained by 9 steerage-passengers on the "Pennsylvania" having been transferred to third class. The number of 1603 passengers for which board & lodging was paid is correct.

14769

The parties will please remit the following amounts:

		To Ham- burg-Amerika	To Nord- deutscher
		Linie	Lloyd
	%	\$	\$
Anchor Line	3.74	776.26	89.93
Cunard Line	14.42	2992.94	346.73
Hamburg-America L.	12.02	2494.81	289.02
Holland-Amerika L.	5.82	1207.97	139.94

14770

Defendants' Exhibit 470

Norddeutscher Lloyd	17.72	3677.87	426.08
Red Star Line	8.18	1697.80	196.69
White Star Line	14.77	3065.59	355.15
American Line	8.32	1726.86	200.05
Dominion Line	1.43	296.80	34.38
Cie. Gle. Transatlantique	4.88	1012.87	117.34
Austro-Americana	1.84	381.90	44.24
Russian American L.	2.95	612.29	70.93
Skand. American Line	3.91	811.54	94.02

100.00 \$20755.50 \$ 2404.50

14771

Respectfully,

Defendants' Exhibit 470.*G. No. 1101.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

14772

Jena, December 30th, 1910

To the Parties:

Uranium S. S. Co. (G. No. 1097.)

S. S. "Uranium" sailed Thursday 29th instant from Rotterdam with 388 steeragers of which 84 for Halifax und with 23 cabin passengers of which 3 for Halifax.

Respectfully,

Defendants' Exhibit 471.

14773

G. No. 1102.

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address.
 "Secretair," Jena.

Jena, December 30th, 1910.

To the Parties:

In circular letter G. No. 1096 the parties will please correct on page one the number of passengers booked at \$24 to Rotterdam viz $242/1$, $17/2=250$ $1/2$ instead of $242/1$, $18/2=251$. The compensation payments remain unchanged.

14774

Respectfully,

Petitioner's Exhibit 1648.*G. No. 1103.*

ATLANTIC CONFERENCE.

Secretary's Office
 Telegraph Address:
 "Secretair," Jena.

14775

Jena, December 31st, 1910.

To the Parties:

The Holland America Line inform me that they have Selected S. S. "Amerika" January 5th from New York as opposition steamer against S. S. "Campanello" leaving the same day.—The rate has been fixed at \$26.— less \$2.— commission.

Respectfully,